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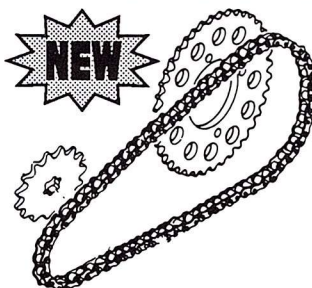
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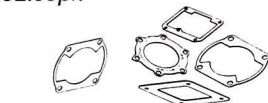


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# TRAIL RIDER

MAGAZINE

**On the cover:** Michael Lafferty tears up the trail at the Reading Broad Mountain Enduro. Michael was the number two ECEA finisher last year, behind his brother Jack, and this year he might do even better...keep your eye on him. TR photo.

**August 1993**  
**Volume 23 Number 8**

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## COMPETITION

- 10 Ridge Run Qualifier**  
First dust in six years
- 28 RORR Enduro**  
Rocky ramble in Pennsylvania
- 36 Sawmill National Enduro**  
How they do it in California

## FEATURES

- 30 Tri-County Dual Sport**  
Fun when the rains stop
- 42 Huasteca Canyon**  
A Mexican adventure ride

## MACHINES

- 26 KTM 350LC4 E/XC**  
The ISDE thumper

## TECHNICAL

- 20 TR Toolbox**  
Accessory electrics
- 22 Basic Suspension Tuning**  
The scientific approach
- 32 Hickman's 357 Magnum**  
Riding the bullet

## MONTHLY

- 4 Last Over**  
Simple Chores
- 6 Eastern News**
- 8 The Rest of the World**
- 48 Yankee Trader**
- 45 Subscription Ad**



26



10



**Warning: Motorcycle riding is a risky business. For maximum enjoyment of the sport you should make every effort to dress in effective protective gear, ride safely, and avoid all sensitive ecological areas, and don't send your lawyer calling if you whack into a tree because this company isn't worth a plugged nickel and you won't make enough to pay your legal fees. Instead, ride to have a good time, don't take competition seriously, and make sure your spark plug burns a nice tan color. Everybody will be happier that way.**

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# LAST OVER



by Paul Clipper

## Simple Chores

I don't know where this day went bad. It probably started this morning when I fell down the stairs into my office. It was a sloppy shot down the stairs, I admit it, but on the way down I felt my ankle start to twist, so I went limp. It was a self-defense move. I remember the last time I went down the stairs badly. I hit the bottom and did a pivot and dislocated my ankle, easy as pie. I remember hearing this "pop!" and dropping to my knees right before answering the phone; the pain hit me halfway through "Hello...?" Any more, at the slightest hint of ankle trouble I just relax and go with it. Falling down the stairs is cake compared to hearing that "pop!" again.

So everything was fine after that, up until late morning, when I was deeply involved in stapling magazines together (how else do you think these things get bound? Half of the month is spent stapling and trimming around here) when I managed to staple my thumb into the centerspread of a July issue. I dug the staple out of my thumbnail with an X-acto knife; they come out pretty easily. Just for fun, the person who receives a bloody magazine can call and get a prize.

After that I went upstairs and made some lunch. I was chopping some vegetables with a big butcher knife, which I do all the time. Actually it is my favorite knife. Ten-inch blade, heavy and thick, sharp as a razor. Bet you thought I cut myself, right? Wrong! Actually, I started getting nervous about it and finished up as carefully as I could. I cleaned it off and put it away, so I wouldn't have a second chance, and then grabbed hold of the handle of a hot skillet and put a second-degree burn across the palm of my left hand.

Boy, I hate when that happens.

Lunch was sort of a bummer after that. Shrugging it off, I decided to do some writing after lunch, figuring I couldn't hurt myself typing. The typing wasn't a big deal. It was going fine, until I noticed some crooked lines on the computer screen. This was definitely a concern, since computers are supposed to have everything lined up square and true no matter what you're doing. I figured it was just another

bug in my video card, a card that sells for about \$500 and is the Latest & Greatest and isn't worth squat because the company can't seem to write proper software drivers for it.

So with my patience thus tried by a wimpy computer, I decided to pull the offending video card and swap it with a \$35 cheapie I had laying around and just see what the difference was anyhow. I got the lid off the computer box and started unscrewing the video card and then dropped the screw into the machine. And yes, it was still plugged in. A little blue spark resulted, along with an expensive-sounding "phfft!" noise, and when I reached in to grab the screw I provided a decent ground for about 120 volts of lonely electricity looking for a way back to earth.

The shock was no big deal; I was only reaching in with one hand, so it only went up one side and out my knees. The trouble was the reaction to the shock. I jumped, of course; but unfortunately I was under my desk at the time, and I whacked the underside of the desk with my head hard enough to dent it, and I think I also knocked my neck out of joint. To add insult to injury, as I was crawling out from under the desk I kneeled on a push-pin I had dropped and was looking for earlier.

My head was throbbing too hard to write, and I needed a pair of needle-nose pliers to pull the broken-off pin out of my kneecap, so I decided to go out in the garage and work on some bikes.

Once out in the garage my mood improved. I don't know about you, but working on motorcycles is like a catharsis to me. At its best, motorcycle maintenance is a Zen-like experience, a cleansing of the soul; and no, I'm not stealing from Robert Pirsig. We just happen to share the same experiences. When I have the time and inclination, working on bikes is about the most relaxing, healing sort of activity I can engage in. When I have no time to spare it's probably the worst thing I can do, and definitely the worst thing to ever happen to the machine.

But I had no other plans. Let's see now, my dual sport bike needed a new rear tire, so I dragged it out into the light and hauled it up onto the stand without giving myself a hernia. I consider changing tires one of the true joys of motorcycling, so I had no trouble with it and had the wheel back on the bike in 20 minutes.

Rubber taken care of, I turned my attention to a replacement shock spring that had to go on. The mysteries of linkage being what they are, I had a devil of a time getting the first bolt loose, and when the wrench snapped free it crushed my left

thumb up against the shock eye and tore a big flap of skin loose, which naturally started to bleed. I tore off a piece of rag lying nearby, only to notice right away that it wasn't a rag at all; it was my favorite Blackwater T-shirt, waiting to get into the wash. I wrapped the thumb with the cloth and a piece of duct tape, and turned my attention to the second bolt. I was really careful with my fingers this time, and only managed to bark my knuckles against the bottom of the frame. You're not really working unless you scrape a few knuckles now and then.

The rest of the shock job went well, and I was starting to feel really good; very relaxed compared to what I was like inside the office. I decided to install a new front fender on the ATK. I dug the fender out of the plastic bag and looked it over. New, clean, and bright white. With an impact gun I took off the old fender, and then carefully laid it upside down on the mounting surface of the new one to trace the holes.

To actually cut the holes I opted to stay away from the red-hot awl technique. Instead I pulled out my brand-new 4-amp Craftsman drill. I held the fender down on the floor, steady between my two feet, and let her rip.

Before I could blink the powerful drill had jumped through the plastic, tore through my tennis shoe and was doing its best to drill a hole to China. By a stroke of luck I had drilled right between my big toe and its nearest neighbor, but not without nicking both of them up, and almost immediately the toe of my shoe stared turning red and wet. I pulled the drill out in panic but managed to catch the cloth of the shoe, which wound up on the end of the bit like cotton candy at the state fair, and the drill just kept right on spinning. In a flash it caught hard and started to spin around, at which point I finally left go and immediately fell over backwards, knocking the Honda off its sidestand, which fell over and catapulted a boy's 16-inch bicycle up in the air and actually quite close to my face. I caught it in the shoulder instead and only suffered a torn shirt and a scrape or two; and it was in all this commotion that my wife came out of the house and asked me what in the world I thought I was doing.

Having explained it to her in a simple words as possible, she suggested that I forget about garage work and do something else.

"Good idea," I said. "I'm going riding."

And it really wasn't that bad of a ride, all things considered. After all, I'm back here writing about it, aren't I? □



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# EASTERN NEWS

## NO MONKEY BUTT HERE

What would you do if you had some time, a new KLR650, and wanted to break it in? Mike Stone of Danbury, Connecticut, answered that question by riding his KLR from his driveway in Danbury south to Mexico, and then on into South America before turning around and heading back. Total length of his trip: 9,500 miles, according to a note in the Pathfinders M.C. newsletter. Mike serves on the NETRA Board of Directors, and did the whole trip solo. Congratulations to him, and welcome back!

## TOUR NEW ENGLAND

New England Adventure Tours sent us a note this month, letting us know that they have created a two-day weekend tour for folks that don't have a week to spend riding (or maybe not the cash for a week's tour!). The single rider fee for a two-day tour is \$250, including a deluxe night at a real New England bed and breakfast and that night's meal, which will be of the four-star, linen tablecloth variety. It also includes the two days of riding, two guides, support vehicle and Sunday morning breakfast at the B&B. Passengers come along for \$100, and bike rental—if you require it—is \$145 for the ride. You'll start the tour in Conway, New Hampshire, and swing west for a loop through the most beautiful parts of northern New England before returning to Conway on Sunday. The price of the tour sounds really reasonable to us, because food and lodging prices are astronomical in New England during the "tourist" season. For more information, and open tour dates, contact New England Adventure Tours at RR Box 138-2A, Conway NH 03818; telephone (603)447-2810.

## TURTLE BELTS

NETRA Hare Scrambles Champion Tommy Norton called the other day to let us know that he was going into business, helping distribute the new Kevco-Stubbs kidney belts, mentioned in last month's TR. In case you missed it, the K-S belt is made by an orthopedic supply company and offers real support for your insides. Norton's belts are going to be called "Tommy Norton Off-Road Racing Belts by Kevco Stubbs," but even though the name

is so big, they're still going to retail for only \$39.95. One catch, Norton is distributing to dealers only, so have your dealer call (508)528-2504 to place an order. Norton is also helping out Roost Proof Racing, manufacturers of a clamp-on pipe guard that also sells for \$39.95.

## HARE SCRAMBLES RULES

The ECEA's new hare scrambles series is gaining in popularity as the rules are still being written. In the future, the series will consist of eight events maximum, with six to count for end of year awards. This year, 1993, there are only six events on the calendar, so only five of them will count. Also, an ECEA license isn't necessary to enter a hare scrambles. Entrants are assigned classes based on credentials they have from other racing organizations. Two events remain on the schedule for this season, Reading Off-Road Riders on August 22, and Brandywine Enduro Riders on September 5. We really are getting some imaginative courses and good racing, so try to make it out to one of them.

## BLACKWATER HISTORY

Once again, a Blackwater 100 has made it into the history books. This year was dry and dusty, with rock-induced flat tires being one of the major factors in the race results. The event started outside of town, over the bridge in the campground, otherwise known as "No Man's Land" or "Derelict Drive," depending on your personal experiences over there. Fred Andrews won the overall on a Honda CR, and Randy Hawkins finished second on his RMX. Third overall was our very own Tommy "Turtlehead" Norton, riding for the

Mirage Ninja Turtles team. The most amazing fact of this year's finish is that Andrews, Hawkins and Norton finished within 20 seconds of each other, less than 10 seconds apart, which must make this the closest finish ever at Blackwater, where riders are normally spread out all over the landscape. We may or may not have a story on the event next month, since our freelance crew was sucked into No Man's Land and has yet to return.

## STORY BACKLOG

Sorry to say we have a backlog of event reports here, and there are a ton of stories waiting for space to run them. Hopefully next month we'll have coverage on the New England Championship Enduro, the Woodsocross Hare Scrambles, Green Marble, CATRA I, some notes from the Monahan enduro and of course the Blackwater 200 dual sport. Yes, there's way too much to fit, but we're going to try. What's the holdup? Just blame it on daylight savings time and too much fun riding, and bear with us through the busy summer.

## UP RIGHT RACING

You may have noticed a new team truck at the NETRA events, sporting an "Up Right Racing" logo on the side. This is a new team effort masterminded by Steve Formanek of Connecticut Maico. The team consists of a group of riders on different machines, sharing a "pool" of sponsors to help defray expenses and support logistics. Sponsors for the team so far include CT. Maico/Day Hill Automotive, Boyesen Engineering, MotoRace, and Roost America.

Up Right Racing team members for '93 include Dave Ellingwood/KTM, Mike Formanek/Kaw, Steve Formanek Jr./Kaw, Steve Formanek Sr./Kaw, John Hacia/Kaw, Keith Honda/Hon, Kevin Miklos/Kaw, Dean Olsen/Kaw, Bill Pacewicz/Kaw, Larry Pugrab/KTM, Ron Stavens/Kaw, Kemp Stewart/Hus, Jeff Walker/Hon, and Gary Wolverton/Kaw.

## EVERYTHING VINTAGE

If you've got an interest in vintage motorcycles and haven't yet requested a catalog from Metro, you're really missing the boat. Not only do they offer some beautiful T-shirts and jerseys with vintage bike logos on them (Penton, Bultaco, AJS, Puch, Greeves, tons more), they also have inexpensive vintage riding pants based on the old designs, a collection of vintage books and repair manuals, videos and motorcycle models kits—where else can you get a KTM 250MX model kit? We don't know if they charge for the catalog or not, but you can

## NAMES AND ADDRESSES

<b>New England Trail Rider Association (NETRA)</b> P.O. Box 478 Ellington, CT 06029 (203)875-5757	<b>AMA</b> P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
<b>East Coast Enduro Association (ECEA)</b> 212 Cedar Street Lakehurst, NJ 08733 (908)657-6338	<b>Southeastern Enduro and Trail Riders Association (SETRA)</b> P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
<b>Pennsylvania Trail Riders Association (PATRA)</b> Box 77 Thomasville, PA 17364	<b>New York Hare Scrambles Series</b> (315)895-7654
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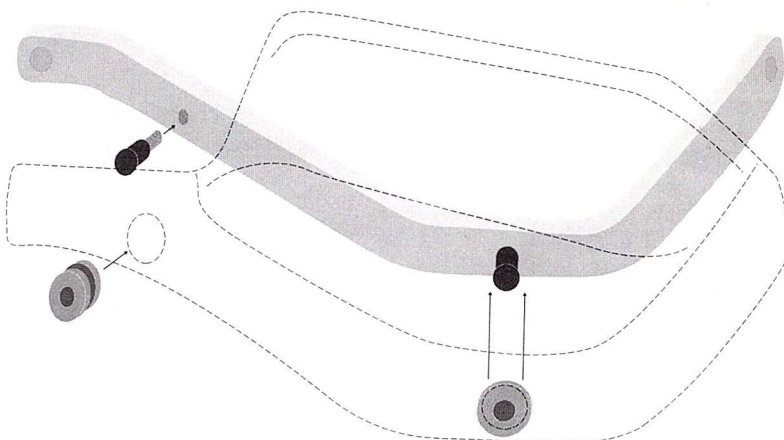
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# THE REST of the WORLD

## STILL TIME FOR THE NEVADA RALLY

All right, it might be too late to enter and put forward a serious effort for the Acerbis Nevada Rally this month, but you can still "sign up" to spectate. Actually, you could just go out there and take pot luck, but the best way to see it would be to buy a hotel and food package, since the rally is going way out into the boondocks and it otherwise may be hard to find accommodations. Besides, these support packages are really reasonable. The hotel package will cost you \$285 from Acerbis, and it includes a room based on two people sharing, from the evening of August 20th through the evening of the 28th, in every town the rally makes a stopover. The food package is even more reasonable—only \$130 for breakfast and dinner each day "on the road," August 22nd through the 27th, and that means excluding Las Vegas, where it should be easy to fend for yourself. All meals are buffet-style, and of course bar tabs are not included. Figure it out, though: that's six days of food and nine days of hotels; divided over nine days that's only \$46 a day, and where can you vacation for that little? If you shop the cheap buffets of Vegas and fill in the lunches with a box of Power Bars, you'd still be hard-pressed to spend more than \$200. It's a bargain!

The Nevada Rally, in case you haven't been paying attention, is a nine-day, European-style rally happening in Nevada this month. The total length is 2,200 miles, with the longest day being about 475 miles. The course will take a giant loop into northern Nevada and back, crossing 11,000-foot mountain ranges and braving possible 110-120 degree desert temperatures. American desert aces will be facing off against European rally stars, and Trail Rider will be attending to work the event and, of course, provide coverage. For more information, contact Bill Berroth at Acerbis Adventure, (619)562-1440.

## MORE THAN LIGHT READING

The latest scuttlebutt from the west coast is that Rick Sieman, otherwise known as the infamous "Super Hunky," is hard at work hammering out his memoirs, the end

result of which will be a very thick book, tentative entitled "Monkey Butt." In it, Rick plans to chronicle a personal history of the motorcycle industry and the heartbeat of the west coast motorcycle scene through his eyes and actions as one of the pioneers of the motorcycle business as we now know it. "Nobody is safe, and nothing is sacred!" he told us during a rare phone call. "Even Clipper is mentioned heavily in Monkey Butt—in a positive way, of course—although quite a number of people are going to be less than thrilled with what I have to say." From what we've been told, it sounds like Monkey Butt is going to be scandalous, revealing, and basically hilarious...oh, and did we mention "long?" The manuscript currently covers 600 typewritten pages, and Hunky says he's probably half done.

## STAMP RIDING

Okay, we know you're all hard-core racers and tough trailbikers, but we're also sure that some of you collected stamps when you were kids. Probably still have the collection, right? C'mon, admit it! Stamps are still pretty cool, especially if you move beyond the insanely boring U.S. "Love" stamp. Outside of this country, motorcycles enjoy a much different status. In some Eastern and European countries, motorcycles are practically worshipped, and you can see this clearly in the vast array of motorcycle oriented postage stamps from overseas. Designs celebrate road racing, motocross, interesting and historic machines, even Elvis on an Electra Glide! The place to learn more about motorcycle stamps and collecting is from M. Fineman Motorcycles, P.O. Box 4323, San Leandro CA 94579, (510)614-8408. Call them for a catalog and price list, and don't be afraid to act like a kid again (as if any of us are in danger of growing up!).

## EMERGENCY MEDICAL

Okay, we don't like to think about crashing, but what happens if you smack something and can't answer questions when the ambulance arrives? Are you carrying any identification cards? What if you're riding alone? MeDecal has the answer, and it's cheap and easy. For \$5, they will send you a form to fill out, and from the answers on that form they will generate two two-inch square reflective stickers that you can stick to your helmet or any other smooth surface. The sticker contains everything hospital personnel will need to know to admit you. Contact MeDecal at 9018 Balboa Boulevard, Box 163, Northridge CA 91325; (818)993-5081.

## FACTORY SERVICE

As of July 1, White Bros will no longer be servicing Kayaba, Showa, Yamaha and Ohlins suspension components in their California service department. White Bros official position on the subject is that a lot of White Bros dealers are offering service on those brands, and there was no need for them to be in competition. Instead, WB will only be servicing WB cataloged items, which include WP suspension, Progressive Suspension shocks, and Fournales suspension components. White Bros is offering a list of authorized service centers for customers who would like to continue to use WB authorized fork and shock service. Contact them at (714)692-3404.

## BOUNTIFUL ATK

A press release recently from the new ATK America in Bountiful, Utah, pointed out that they are testing '94 prototypes and have some exciting new products on tap for '94. They gave major details for the four-stroke 605, for instance, that the new chromoly frame has a removable subframe and that Showa 43mm forks are going to be used on the new thumper (the shock hasn't been decided on yet—could be Showa, WP or Works Performance). The rear brake on these machines will be actu-



ally mounted on the rear wheel (no more countershaft brake!), and Nissin calipers will be used. The small details even look good—Answer Alumilite bars,

Motion-Pro cables, Regina Gold o-ring chain, CEET seats—and the best news is that the prototype 605 weighs 15 pounds less than the '93! Similar improvements are being made to the two-stroke machines, and you can bet that we're going to try to test them.

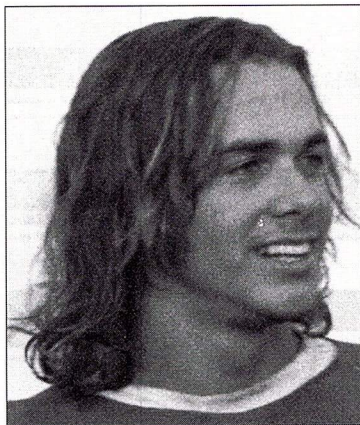
## PROUD SPONSOR

It had to happen. With all this news about the Nevada Rally we've been waiting for a racer to sign on the most predictable outside sponsor, and now it's happened. Nevada Rally entrant and top desert racer Daryl Folks has teamed up with the famous Cottontail Ranch in Esmeralda County, Nevada, and the Cottontail will be helping to get Daryl to the front of the pack during the race. Kind of interesting to have the world's oldest business and America's newest race teamed up together...and let's face it, this is an opportunity for about a page and half of puns and bad jokes, but we're going to simply congratulate Daryl and wish him and his sponsors a safe ride and a fulfilling finish. □

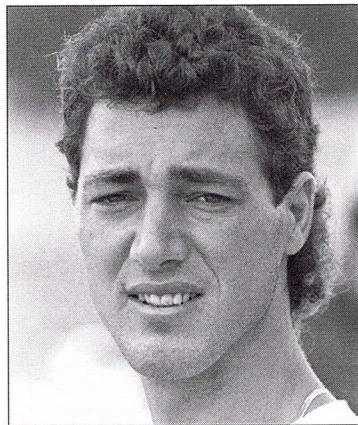


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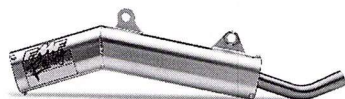
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# RIDGE RUN QUALIFIER

What's this stuff? Dust? It can't happen here....

By the Trail Rider Staff, photos by Paul Clipper, Mike Snyder and Jay Chittenden

Stanhope, NJ 5/9

This was an unusual year for the Ridge Run. First off, it was dry...really, really dry. This is a fact that won't really impress anyone from out of town, but if you've ridden ECEA for the past few years, you know that it was a significant event. Actually, we've estimated that this is the first time it hasn't been actively raining for the Ridge Run—either during the event or the night before—in six years. And when it rains in Stanhope, the woods get really slimy. Black slime and forest loam inbetween big, round rocks, some of them approaching Volkswagen size.

These are not the sort of rocks that routinely give you flats, although a fair number of Ridge Run competitors manage to pull a few punctures. These are the kinds of rocks that break pieces off your bike. When the ground is wet and slimy, you spend a lot of time trying to keep from sliding into these big rocks and breaking things. The way the stories go, that's the sort of thing that makes you lose time in these woods.

The other unusual thing about the Ridge Run in '93 is that it was part of the AMA National Reliability Qualifier Series. You're required to run a fair part of this series if you're trying to qualify to ride on the ISDE team; you announce your intentions in the beginning of the season by sending a letter to the AMA. When you do that, you're known as a "Letter of Intent" rider, or LOI. LOI's get separated and scored differently than everyone else.

Now, for the most part, Qualifiers are put together for the sole benefit of the LOI riders, which is just what you'd expect—they're the guys who are trying to qualify, and they're the only ones who have any use for a Qualifier. Everybody else has

to learn a new set of rules, a new form of timekeeping—or not timekeeping, depending on where your head's at—practically a new language. You're scored from check to check. You can be early to the checks, and wait for your minute to come up. No one can help you work on your bike. You can only gas at the check points. In theory, you can zero the entire course, but then you pick up penalty points by being timed in a wide open woods section or a motocross.

It's very different from regular AMA enduros, and consequently there was a fair amount of grumbling and a whole lot of confusion among the regular ECEA riders. Most people didn't understand the FIM/European enduro style of timekeeping, but they got the hang of it by the end of the day: you go as fast as you can 'til you get to the check, then check



Fred Hoess used timekeeping equipment and a little gambling to zero a controversial section and take the overall.



David Rhodes kicks his DR back to life while two other riders take the line that doesn't result in a spill. The sand pit special test was tricky.



Kevin Hines changes forks while teammate Hoess looks on. Oh to have multiple sets of suspenders to choose from! Hoess and Hines finished one-two.





Can you say "dust?" The sand special test would have been completely different with a little bit of rain; Randy Hawkins throws a roost. Below: This was the east coast's first view of Rodney Smith, and although he didn't conquer the trail he netted fastest MX time by a wide margin.



the time and wait for your minute to come up. The difficult part came if you were late to the check. At that point, you went in on whatever number, and then assumed that number for the rest of the ride. Sort of like Brand X rules, only different.

Well, like we said the theory goes that you should push the guys pretty hard, but allow them enough time to get to the checks. Trouble was, that good 'ole North Jersey terrain reared its ugly head and most all the LOI guys lost points on the course, which they weren't very pleased about. Only Doug Deaton (Kaw) and Fred Hoess zeroed the course in the LOI ranks, and so did Jack Lafferty Jr. Fred works and rides for Husqvarna and lives in North Jersey, so he has a fair idea of how demonic the local terrain can be. He basically won it by uncorking it and riding like a complete lunatic in a section deemed impossible by practically everyone else. A few people feel that Fred couldn't possibly do what he did, but we know better. He ran full timekeeping equipment, and figured out the section was timed too tight

before everyone else; and every-one else was caught sleeping. Hoess squeaked into the check just seconds before the card flipped.

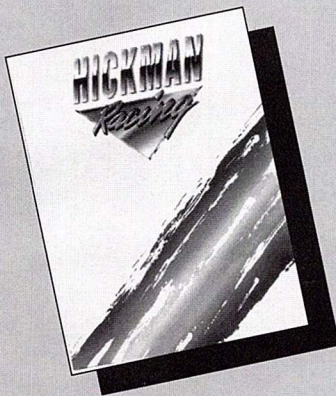
That left the bulk of a star-studded field—Suzuki's Rodney Smith, Randy Hawkins, Steve Hatch, Jon King, David Rhodes; Husky's Kevin Hines, Steve Chapkovich and Tom Ebersole; Kawasaki's Jeff Fredette and Doug Deaton; Jan Hrehor from Yamaha—losing trail points and not too happy about it. Hey, that's racing.

In a Qualifier event like this, points are taken at a number of special test sections. The Ridge Riders had a sand pit motocross track set up, and they used it first thing in the morning, not even a mile from the start. Kevin Hines posted the best score in this morning test, even though a group of us photographers watched him bail off at one tricky turn. Later in the morning loop the second special test was run, this one a terrain test through the woods. South Jersey rider Kevin Bennett posted the best time in the terrain test, riding a KX125.

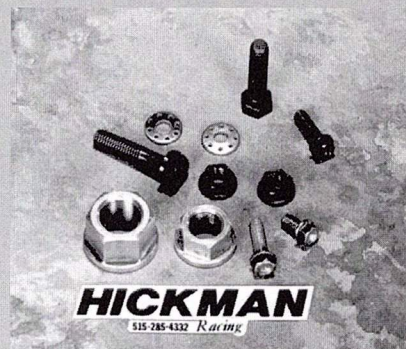
The sand pit was run a second time, halfway through the day, and Steve Hatch was the fastest rider this time around. By



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this time, it was pretty obvious that no one rider was going to dominate the event. Interesting, too, since this was us east-

coasters first chance to see Rodney Smith in action, and although he flew through the test sections very smoothly, his times

apparently were on the low side.

But then again, maybe that's just because the sand pit special tests weren't

<b>Ridge Riders National Reliability Enduro</b>		3. Erik Nijkamp	Hus 2623	4. Steve Chapkovich	Hus 2097	2. James Brethauer	Kaw 2223	5. James Breitegan Jr.	Yam 2791
Fred Hoess	Hus 1232	<b>ECEA Results</b>		5. John Cushing	Hon 3045	3. James Wright	Kaw 2320	<b>C 200</b>	
<b>Grand Champion</b>		<b>AA</b>		<b>A Open</b>		4. David Heider	Kaw 2341	1. Peter Ceist	Suz 2694
Mark Lambert	Yam 1431	1. Fred Hoess	Hus 1232	1. Wayne Fontanazza	KTM 1736	5. Tim Shepps	Kaw 2499	2. Anthony Palumbo	Kaw 4654
<b>High Point A</b>		2. Kevin Bennett	Kaw 1273	2. Michael Slechta Jr.	KTM 2081	<b>B 250</b>		3. Eric Henderson	Yam 5150
Dwayne Shirk	Kaw 1827	3. Jack Lafferty Jr.	KTM 1304	3. Pat Kellam	KTM 2846	1. Dwayne Shirk	Kaw 1827	4. Scott Dolecek	Kaw 5263
<b>High Point B</b>		4. Steve Hatch	Suz 1368	4. W. Howard Moudy	KTM 3163	2. Jeffery Jensen	Suz 2223	5. Bryan Bitzer	Kaw 5580
Brian Carroll	Suz 2103	5. Mike Lafferty	Kaw 1365	5. Denny Scotten	Hus 3180	3. John Maurer	Suz 2506	<b>C 250</b>	
<b>High Point C</b>		<b>A 125</b>		<b>A Senior</b>		4. Rich Shirk Jr.	Kaw 2721	1. Brian Carroll	Suz 2103
<b>LOI Results</b>		1. Craig Shenigo	Yam 1886	1. Tom Ebersole	Hus 2044	5. Craig Cossaboon	Kaw 3305	2. David Seidel	Yam 3162
<b>125cc</b>		2. John Smith	Suz 2115	2. Tom Marsh	Yam 2181	<b>B Four Stroke</b>		3. Paul Stewart	Hus 4375
1. Fred Hoess	Hus 1684	3. Mark Lane	KTM 2550	3. Bruce Triplett	Hon 2276	1. Sam Devinno	Hon 2320	4. Robert Bliesath	Hus 5115
2. Kevin Bennett	Kaw 1899	4. Steve Ribbe	Suz 2565	4. Jack Lafferty Sr.	KTM 2378	2. Allan Wolfe Jr.	Hon 2478	5. Shawn O'Neil	Hon 5217
3. Dale Hiles Jr.	Yam 1932	5. David Barlow	Kaw 2619	5. Rich Schoonmaker	KTM 3068	3. Mickey Bird	Hon 2696	<b>C Four Stroke</b>	
<b>200cc</b>		<b>A 200</b>		<b>A Super Senior</b>		4. Enrico Galassi	Hon 2760	1. Brian Sworen	Hus 4019
1. James Burns	Yam 2386	1. Jeff Kirchner	Kaw 1600	1. Charles Stapleford	Kaw 2603	5. Don Testerman Jr.	Hon 2767	2. Todd Taynton	Hon 4784
<b>250cc</b>		2. Robert Mohn	Kaw 1795	2. David Crum	Hus 3949	<b>B Open</b>		3. Joe Sekellick	Hbg 6498
1. Kevin Hines	Hus 1736	3. M. Dean Spencer	Kaw 1957	3. George Clickner	Hus 5455	1. Tom Vandecker	Hon 2666	<b>C Open</b>	
2. Randy Hawkins	Suz 1736	4. Keith McIntyre	Kaw 2051	<b>A Veteran</b>		2. Scott Lewis	Kaw 2894	1. William DeYoung	Kaw 3649
3. Rodney Smith	Suz 1777	5. Jim Kessler	Yam 2079	1. Mark Lambert	Yam 1431	3. Larry Poplin Jr.	KTM 3184	2. Steve McKenzie	KTM 3887
<b>Open</b>		<b>A 250</b>		2. Mike Lagomarsino	KTM 1595	4. Tom Schanne	Hus 3387	3. Chris Conklin	KTM 4968
1. Marc Grossman	Kaw 2123	1. Dennis Zurawski Jr.	Yam 1477	3. Cliff Tenney	Yam 1823	5. Dan Nicoloff	KTM 3672	4. Michael Boyer	Yam 5587
2. Dave Santi	Yam 2308	2. Dave Gunn	Kaw 1595	4. Hank Stankiewicz	Yam 1952	<b>B Senior</b>		5. Scott Cambell	Hus 6788
3. Russell Cherry	Suz 2369	3. Matt Spigelmyer	Suz 1808	5. Max Parkes	KTM 1964	1. Lou Vardibash	Suz 4703	<b>C Veteran</b>	
<b>Senior</b>		4. Mark Spence	KTM 1814	<b>B 125</b>		<b>B Super Senior</b>		1. Robert Bossert	Hon 3166
1. Tom Ebersole	Hus 2564	5. Rick Marcinkewicz	Hus 1852	1. Ron Murhon Jr.	KTM 2668	1. Tom Farley	Hon 4438	2. Bill Shuttleworth	Hon 3391
2. Joe Lojak	Yam 2692	<b>A Four Stroke</b>		2. Edward McGall	Hus 2826	<b>B Veteran</b>		<b>Teams</b>	
<b>350 Four Stroke</b>		1. Peter Tamagini	Hus 1729	3. Mark Roll	KTM 3145	1. Tim Urban	Yam 2227	1. CJCR Bad	
1. David Rhodes	Suz 2119	2. Pat Emmons	Hon 2071	4. Craig Copeland	Suz 3528	2. Thomas Magill	Hon 2458	2. DER #2	
2. Steve Chapkovich	Hus 2602	3. Erik Nijkamp	Hus 2081	<b>B 200</b>		3. Sven Harms	Hon 2764	3. CJCR Ugly	
				1. Dave Waltz	Kaw 2142	4. Don Testerman Jr.	Hon 2767	4. DER #3	

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As usual, the Ridge Run rocks took their share of victims. These guys are trying to shift a KDX with a suddenly missing shift shaft.

referred to as "motocross." The final motocross special test is, though, and Rodney redeemed himself there, turning an overall time that was 15 seconds faster than his closest competitor, but it was nowhere near enough time to make up for his lost trail points. Fred Hoess on the first moto of the afternoon, flying around the dusty sand pit. Hawkins won the second moto, the third was Rodney's, Dave Santi won the fourth moto, and David Rhodes took the fifth and final race. Only LOI riders

got to race a final motocross, a rule that a number of ECEA riders griped about, but they were probably better off.

When the scores were posted, Hines and Hawkins had dropped identical points, resulting in the only situation where the AMA awards a tie. Rodney Smith had finished third overall, Steve Hatch was fourth, and Doug Deaton was fifth.

Of the non-LOI riders, Jack Lafferty Jr. did the best, since he was the only local guy to zero the controversial "fourth section." Jack picked up first overall ECEA points for that, and Kevin Bennett was second overall for non-LOI.

So it was a mixed day, review-wise. We'd all been on the same trails before, but the Qualifier-style layout gave the whole event a new twist. At just about 70 miles, a few riders complained that the course was kind of short, but most everyone who finished looked sufficiently tired. Keep in mind that they could have run two loops of the entire trail section, and the LOI riders would have loved it. Very few of the rest of us would have finished, and you know it's true!

But it was a beautiful day, and the dry course was welcome after six years of rain. Next year, the Ridge Riders promise to return to the good old enduro format, so don't forget your timekeeping equipment the second time around! □

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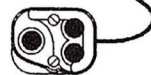
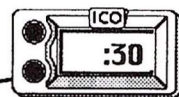


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# 1993 KTM 350LC4

## Testing the ISDE version of the 400LC4 E/XC

**T**he big news from KTM for '93 has been their introduction of a mid-sized thumper into the U.S. market. Trail Rider got its first look at the made-for-the-States 400LC4 during our Nevada excursion this past winter (Trail Rider, April 1993). As with most factory sponsored introductory test sessions, all too few hours were spent in the saddle. However, our quickly-formed first impressions were very positive. Consequently, scheming began soon thereafter on how to secure a test subject for some more exhaustive thrashing to be held back East on our home turf.

After a couple months of whining, KTM finally acceded and coughed up a bike, with a slight twist. Instead of the U.S.-only 400cc thumper, the European 350cc version was provided. It turns out that KTM brought a limited number of 350s into the country to support riders competing in ISDE qualifiers. Why a 350? Well, FIM regulated four stroke racing in Europe divides thumpers into two classes: under 350cc and over 350cc. Coincidentally the displacement of the 350LC4 is 349cc. It should also be noted that this same bike is also sold over there in street legal dual sport trim; the 350's lower displacement manages to hold down insurance rates, as well.

So why are we printing an evaluation of a high-end (cost wise) dirt bike that cannot be purchased in the US? To begin, the 350 is about 99% the same as its U.S. bred 400cc cousin, the only difference being a 89mm piston on the 350 versus the 95mm one on the 400. Everything else—chassis, plastic, controls, wheels, suspension, bottom end, etc., is identical.

Sure, the 400's gotta have more punch, but we're not racing across the desert here. 350cc thumpers seem to be well suited for Eastern enduro conditions. Witness the successes recorded last year by 350cc Husky pilots Kevin Hines and local hero Donny Tomlin.

Our evaluation consisted of some spirited trail riding in the sands of South Jersey complimented by the bony rock terrain traversed during the Ridge Riders National

ISDE Qualifier. With this balance we expected to uncover any and all machine attributes.

### STATIC ANALYSES Motivation

The heart of this new offering has to be the versatile water-cooled power plant bolted into the frame. The motor has a single overhead cam that drives a four valve head, rocker actuated. The water pump is also motivated via the cam shaft.



*The 350 LC4's engine is a perfect mix of torque and top end, and makes us wish we had a 400 for a long-term test. Don't let anybody kid you—there's plenty of horsepower here.*

Lubrication is provided by a wet sump design that uses an oil pump and filter integral to the bottom end as well as an additional micro oil filter mounted on the frame beneath the gas tank. The frame front down tube is plumbed in and acts as a reservoir to aid oil cooling. Oil capacity is a shade over 2.3 quarts and KTM makes no bones demanding nothing but 100% pure synthetic motor oil for lubrication. The 350 shares the same crank with the 400; a different bore permits the difference in displacement. Interestingly, the 400 uses same size piston as the 600, the

difference in displacement is achieved through stroking.

The carburetor is a Dell'Orto unit, truly a multi-jetted wonder. A total of four, count 'em, four tunable jets meter the beasts fuel intake, including a starting jet, slow jet, needle jet, and main jet. We fiddled around with the jetting in order to smooth out power delivery and improve fuel economy and finally settled on this configuration: starting jet: standard; slow jet: 55;

needle jet: 272DR (stock 270); and 180 main. The bike comes equipped with a handlebar mounted choke assembly as well as a "hot start" button located on the side of the carb. Starting is a cinch, hot or cold—one healthy kick usually does the trick. The bike includes a manual compression release to aid finding TDC. However, starting is so easy, we never even bothered. The cold start drill is this: fully engage the choke, put your throttle hand in your pocket, and kick. After a crash or otherwise dropping the bike, the hot start button facilitates normal one kick lightoffs.

Motivation is through a five-speed tranny that is decidedly enduro oriented. The stock 14/50 gearing is more than a tad tall—it's geared to excess! Our preliminary ride was with the stock gearing and we figured that the bike would probably top out at more than 100 MPH in this form. For our trail test, a 13 tooth counter shaft sprocket provided the quickest route to lower gearing. Long term we'd like to see a 52 or 53 tooth rear sprocket added as well, to improve gearing in tight technical sections. It is worth noting that KTM does not currently make a 13-tooth sprocket available for this bike; we "adapted" a sprocket from an earlier model to fit the engine.

### Rolling Chassis

The bike comes equipped with standard White Power suspension front and rear. Both the 4054 fork and rear shock have individual compression and rebound damping adjustments. You might expect the LC4 to come from the factory somewhat under sprung, not unlike it's Honda 4-stroke brethren. Not so. Spring rates on





*KTM's typically aggressive suspension package makes treatment like this no problem.*

the bike are plenty stout to hold up the bike, if anything shading to the stiff side. Ground clearance is good, although this makes for a plenty tall saddle height. From the looks of the wheels, you'd think the bike weighted in at about 500 lb. The spokes are massive and will probably last forever. The rear wheel employs a cush drive hub which nicely smooths out starts and power pulses.

Braking is accomplished using the obligatory Brembo units. Front brake action required a slightly harder pull than say, a Honda, but workable none-the-less. The rear brake pedal tucks in nicely and takes a little getting used to. The rear brake pedal height is adjustable and quickly locks the rear wheel, at will.

Plastic for the 350 differs from the '93 two strokes in that it foregoes the use of the radiator shroud-over-fuel-cell treatment in favor of plastic similar to the '92 models. The only real complaint here is a smallish gas tank (shade over two gallon capacity). For most enduros and trail riding it suffices, giving a range of 40 or 50 miles, depending on how you ride. However, since the bike also doubles as a European dual sport, we're surprised that it wasn't shod with a larger tank.

Handlebar controls are Magura units that provide all the needed adjustments. Clutch pull is surprisingly light. The shift and brake levers are aluminum units, whereas the kickstarter is steel. The seat is firm and comfortable; the seat cover is a little thin and wears quickly. Our seat was abraded and torn by knee braces worn by its former pilot.

#### IMPRESSIONS

This bike has a great power plant. Power comes on in a controllable rush as the motor chugs right off bottom without any hesitations or hitches. It provides a broad usable power band, greatly easing shifting chores. With lower gearing, there's even

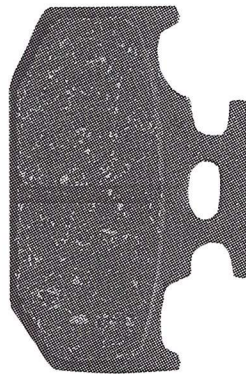
some snap—wheelies ho! It can't be over emphasized, starting is a piece of cake. Even with the somewhat tall 13/50 (modified) gearing there's plenty of motivation to keep the mill turning in nearly every situation. We chugged up plenty of those long Ridge uphills in 3rd and 4th gear.

The only anomaly we uncovered was a low-range "hitch" in the powerband that developed as the bike was ridden. Occasionally, when we would whack the throttle open the bike would gasp and try to die, which is very unnerving in tight terrain. To be honest, we didn't have the bike long enough to find out exactly what was causing this problem, although it could

have been something as simple as a dirty air filter or a tuning problem. The problem was not severe when we first received the bike, so it's obvious that it could be corrected once again by close attention.

The cooling system on the bike worked flawlessly. It provided good cooling efficiency, and never overheated despite our worst use, misuse and abuse. Slipping the clutch up long uphill produced nary a spurt from the overflow tube. We did, however, manage to tweak a radiator during a crash in one of those Ridge boulder fields. Closer inspection revealed that the radiators are pretty flimsy and more vulnerable than most because they stick out in front

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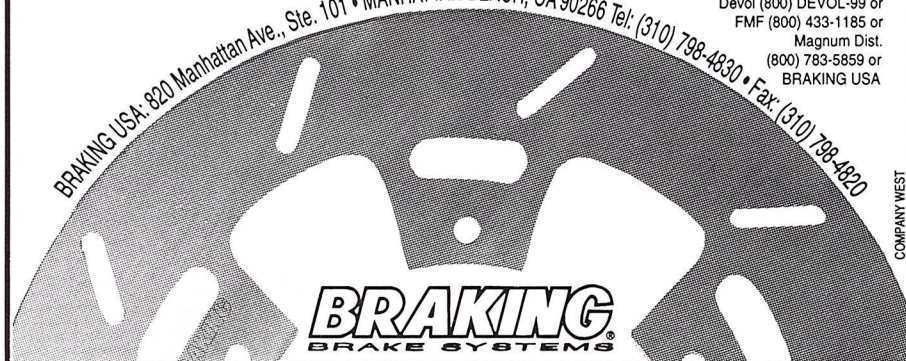
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of the frame front downtube (Editor's note: operator error might have been a factor as well).

We found the suspension and handling to be in the hunt, certainly tunable with the stock adjustments. In the rocks we ran all of the adjustments at or near full soft with good results. For sand riding we used middle of the road settings for fork and shock compression/rebound adjustments. Major sky shots produced totally predictable and confidence-inspiring landings without excessive bouncing or bottoming. Whoops were no problem, unless you needed to change direction quickly. The rear shock consistently kept the tire churning up the trail. The stock Metzeler meats were a natural for the mountain terrain and allowed us to run sane tire pressures without fear of flats. The front Unicross was a little scary in the sand, however.

The bike came to us with the forks way up in the triple clamps. In this configuration, there was actually headshake at speed. We lowered the forks so that the top of the fork tube was flush with the triple clamp and the handling became more stable. Steering was a tad slow, but what can you expect for a 260 pound four stroke? The front and rear Brembos easily dropped the bike out of light speed with consistent, fade free performance. However, the rear brake pads wear quickly, especially in wet conditions. Plan on carrying extra pads for long rides.

## Maintenance and Ergos

If you're thinking about owning a KTM, go out and buy yourself a complete top-of-the-line set of hex (Allen) wrenches. KTMs use them everywhere and in the long run you'll save yourself a fortune in stripped socket head cap screws. The airbox is accessible from side, after removing the side cover, and sealed on top except for a snorkel. The side of box is removable for filter access—no tools are required. The airbox mostly breathes through holes in the side panel which are covered with thin wide-cell foam filter material. For deep water excursions these holes can be easily taped for increased waterproofness.

Changing brake pads is a little different. In the rear, no tools are required to change the pads, but the rear wheel must be removed. Up front, the pads are retained via a pivot pin which must be driven in/out to effect a pad change (Nissins use a threaded pivot pin). Changing the oil of the beast is an undertaking and a bit of an investment, as well. The sump holds better than two quarts of oil and requires the removal of three different drain plugs to completely drain. KTM also recommends both oil filters be changed at oil changes; combined with the \$4 a quart cost of even the cheapest synthetic motor oil, the price of a simple oil change easily exceeds \$20.

KTM did go to considerable efforts to keep the 350's weight down. Aluminum is used extensively—the shifter, brake pedal,

rear sprocket, even the nuts on the rear axle and countershaft. The rear shock and shock linkage all have zerk fittings, easing that loathsome periodic lubrication chore.

The 350 is a natural for a dual sport project as it comes with hydraulic pressure switches and wiring harness already mounted on the front and rear master cylinders for potential brake light actuation. The stock headlight assembly has a functioning headlamp with high and low beam. The standard rear taillight is a dual element bulb, although the taillight lens has no DOT markings and may not be legal in some states. There's a trick handlebar mounted combo switch assembly used for the kill button, headlamp (on/hi/lo) and horn and the frame retains many of the brackets required for the mounting of other street legal trim.

## SUMMARY

There's two things we don't like about big four-strokes: excessive weight and hard starting. In the 350 LC4, KTM has addressed both these problems and succeeded nearly 100%. It is as light as current thinking allows for a do-it-all thumper. Yes, the Husaberg is lighter, but it is also a full-on racing machine that is stripped to the bone, and it makes no concession whatsoever to the casual trail rider. As far as starting goes, you really won't find a four-stroke more eager to start than the KTM LC4. There are no starting drills to follow, no "technique." Just give it a quick, sharp stab and the KTM rumbles to life.

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University of Bernardo, Wrightwood (current whereabouts unknown)

**Honors & Activities:** 1992 Colors & Fumes Honor Graduate  
Jerry's List: Spring '93  
Member: National Ass'n of FAH-Q  
Member: The Honeycomb Hideout

**Related Experience:** Internship: NETRA, NESC, AMA helmet design observer  
Volunteer placement: More than one placed paint chips deep into trees & rocks in N.E. woods.

**References:**  
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#### SPECIFICATIONS KTM 350LC4 E/XC

Engine Type:	Liquid-cooled 4-stroke
Displacement:	349cc
Bore/Stroke:	89 X 56.2mm
Transmission:	Five-speed
Gearing:	14/50
Chain:	Regina o-ring
Tank Capacity:	<9 liters (2.1 gal.)
Carburetion:	Dell'Orto PHBE36
Ignition:	CDI
Forks:	WP 4054 adj. comp./reb.
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler Unicross 3.00X21
Rear Suspension:	WP, adj. comp./reb.
Suspension Travel:	300mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler 140/80X18
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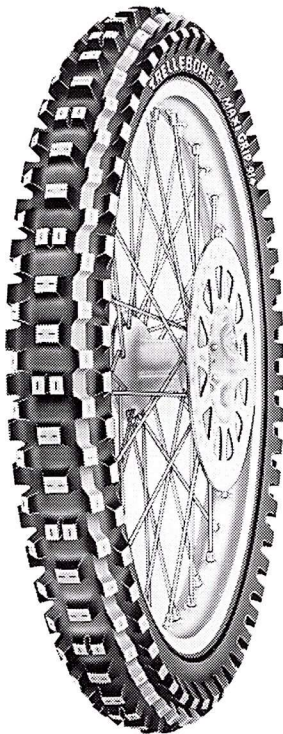
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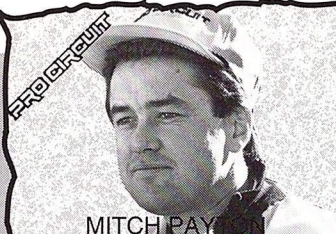
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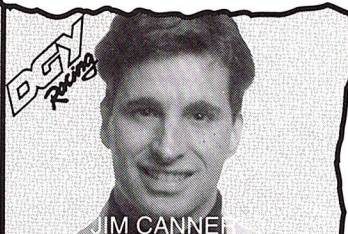
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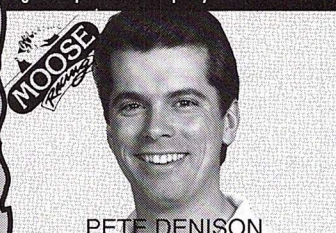
MITCH PAY

"It's crazy to spend \$4500 on a new bike and chance an oil related DNF. Use good oil! It's racing's cheapest insurance policy."



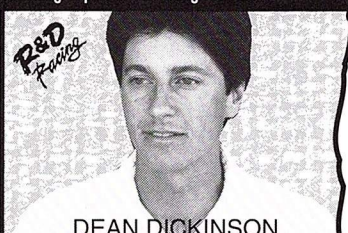
JIM CANNEY

"At DGY Racing we're dedicated to building winners! A high performance lubricant like Maxima is an integral part of our racing success."



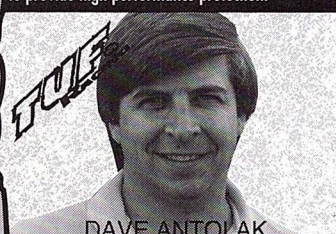
PETE DENISON

"Whether we're building a National enduro engine or local woods weapon, we count on Maxima oils to provide high performance protection."



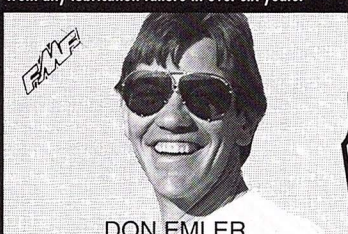
DEAN DICKINSON

"To be able to win races you need to finish. With Maxima we haven't pushed a bike off the track from any lubrication failure in over six years."



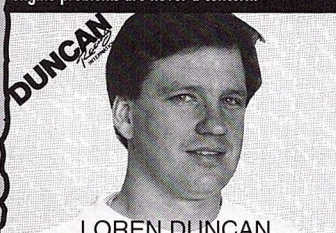
DAVE ANTOLAK

"Racing at our level we try to eliminate problems before they happen. With Maxima, oil related engine problems are never a concern."



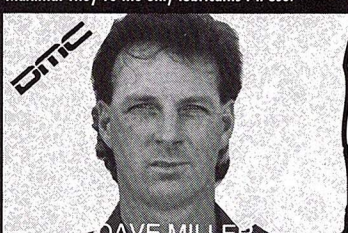
DON EMLER

"I've been building racing engines for over 20 years, and I've never tested better lubricants than Maxima. They're the only lubricants I'll use."



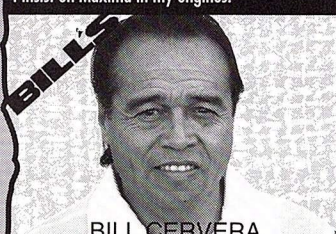
LOREN DUNCAN

"When I build a racing engine I believe in giving them the best quality money can buy. That's why I insist on Maxima in my engines."



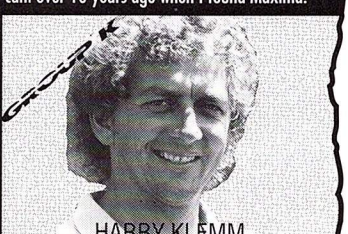
DAVE MILLER

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# TRAIL RIDER TOOLBOX

by Mark Uth

## Accessory Electrics

**H**ow often has this happened? You replace the headlight bulb in your trail riding mount, fire it up and head out, fearless of twilight. Sometimes soon thereafter (probably 20 miles from the truck and just as darkness is setting in!) you find that the headlamp has once again blown a bulb. Another trip to the dealer and a \$2.50 headlamp down the loo, not to mention the scary prospects of a night ride home sans headlight.

The above scenario is all too common with most enduro/trail bike lighting systems, due to trailbike lighting coil output characteristics. There are three essential components to all bike lighting systems—the flywheel, the stator plate assembly, and the lights themselves. The flywheel and the stator plate are used to produce the electricity required to power your lights and whatever other accessories you may need, as well as the engine's ignition. The heavy magnets in the flywheel not only provide the mass to smooth out power delivery but also produce the magnetic field essential for generation of electrical power—the movement of the flywheel magnets past the stator-mounted coils create an electric potential. Separate coils handle ignition and lighting chores (MX bikes have only one coil, for ignition); some battery equipped bikes even have a third coil for battery charging duties.

The electric power produced by this typical system is most often AC (alternating current). If you're not sure what your output power is, here's how to check. With the motor running, use a voltmeter (or multimeter) to read the lighting coil output. First try reading DC volts with the positive lead connected to the coil output and the negative lead connected to ground. Next, try reversing the leads (positive to ground and negative to coil output). If there's no indication, regardless of the polarity, then you have AC power. A final check would be to switch the meter to read AC volts—now an indicated 10 or 15 volts (for 12 volt systems) should be read.

AC power is inherently tougher on resistance element devices, like bulbs, and ultimately

results in lesser bulb life. Additionally, the output voltage produced by the coil is a function of engine speed. Engine speed varies, sometimes greatly, thus resulting in significant fluctuations in output voltage. This is not good for the continued life of electrical components.

Both of the above pitfalls are easily corrected using simple and relatively inexpensive fixes—a rectifier converts AC voltage to its DC cousin, and a voltage regulator smooths the output voltage of your lighting coil. Unfortunately, many enduro/trail bikes come equipped with neither while

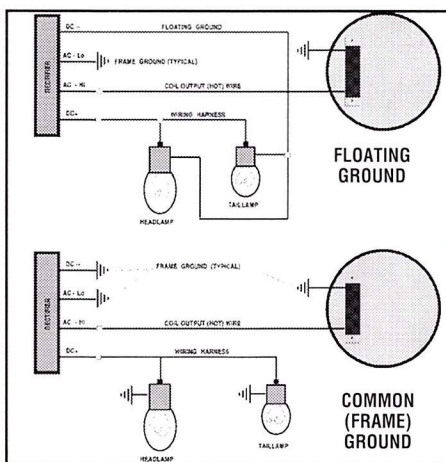
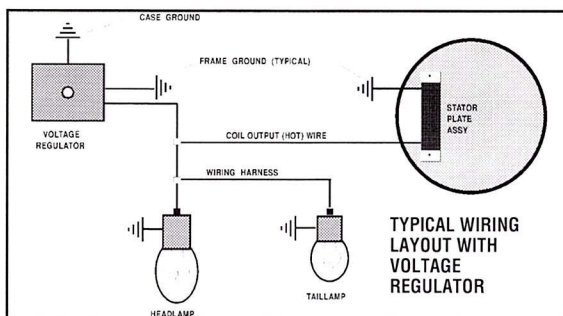
dual sport projects), especially when lessening the draw. MS Racing sells a neat solid state add-on voltage regulator that will do just the trick. Installation requires little more than finding an adequate spot somewhere under the tank or seat and bolting the unit to the bike's frame. Voltage regulators must be wired in parallel with the lighting accessories. Wire connections vary among different regulators—some have two wire connections (like the MS racing regulator) whereas others have one. If it's a one wire unit the job is cake; simply connect that wire, in parallel, to the lighting coil's output (hot) wire. If it's a two wire unit, one wire goes to the hot line, and the other is grounded to the frame. Remove frame paint as necessary, to ensure that both the wire and case grounds are good.

### HOW TO FASHION A RECTIFIER

We've yet to find anyone offering a bolt-on aftermarket rectifier suitable for bike applications, so if you choose to rectify your coil's AC output, the job is a little more involved. First a trip down to your local Radio Shack is in order. In the old days you'd need some diodes and wire them up as a bridge circuit. Now, for about \$2 you can buy a rectifier; Radio Shack sells a suitable generic 50 volt version, P/N 276-1146. You'll have to solder some leads onto the RS unit and insulate all the connections. Be sure to use wire comparable to the size coming out of the lighting harness (14 or 16 gage will usually do). After soldering and insulating the leads, wrap the entire unit up in some sort of (mechanical) shock absorbing material like foam rubber or bubble wrap, and zip tie it to the frame.

Rectifiers should be wired in series, between the coil and lighting accessories. Grounding can be a little tricky. The "AC low" output from the lighting coil on most bikes is grounded to the frame. The option exists as to whether to "float" the DC ground or to use the common frame ground for both the DC negative and AC low. Our staff electrical engineering consultant suggests that there's no harm in using the common frame ground. However, to be on the safe side you could fashion a floating ground circuit by running a ground wire from the rectified DC negative output to each lighting accessory negative. This is a little more work, but it guarantees clean DC power. See the sketch that shows how the rectifier may be wired in either mode.

With both these lighting system upgrades you'll experience increased bulb longevity. Rule the night! □



others are sometimes removed by overzealous owners in the quest for the ultimate weight reduction. Many OEMs actually forego the use of rectifiers/regulators in lieu of a careful balancing of the lighting coil load. The catch here is that if the system load changes (like a taillight blows) then chances are that other accessories (like the headlight) will soon follow. So, if you've been going through bulbs like there's no tomorrow, the addition of a voltage regulator and/or rectifier could improve the system's reliability.

### VOLTAGE REGULATORS

Voltage regulators are a must when changing the lighting coil load (like with



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# BASIC SUSPENSION TUNING

**You may not need to have your suspension revolved. Here's how to check your suspension setup**

by David Lotz

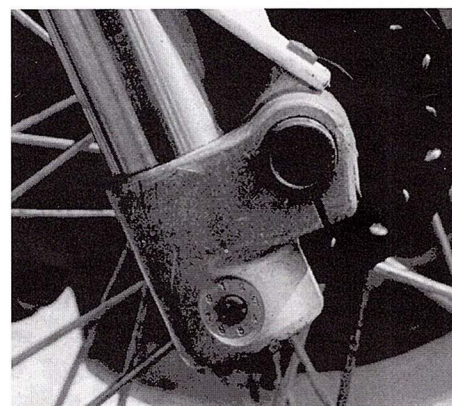
I realize that suspension set up may not be the most glamorous, nor most interesting of tasks, but it can have the most rewards once the time is spent. I have been blessed with two sets of White Power forks and shocks on KTMs from the 1989 era and can attest to the fact that more power to the ground and a nicer ride can be had with the investment of a little time and money. I think we all can accept that all the horse power in the world is useless if it can not be kept in contact with the ground; and we cannot enjoy a ride if we are getting beaten to death by overly stiff suspension settings.

The first thing you need to do is decide what, and if, you need to have anything done to your forks or shock(s). Remember

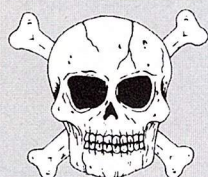
that things are not always what they seem. White Power published a very good book, and I am sure other manufacturers do also, that outlines adjusting their suspension. I am going to give you a very condensed version of it here. You need to become familiar with it, or your own owners manual, and EXPERIMENT to find the best setup for YOU. Do Not use what someone else uses unless of course it works for you. Just remember to BE CAREFUL. Broken bodies and broken parts are expensive and no fun for any one.

To assist you in this endeavor I am going to include the condensed version of the set up section of the White Power owners manual that I received and a form that I cobbled up to help me. No matter how you go about adjusting your suspension remember two things: take good notes and

make only one change at a time. Making one change at a time will admittedly be a



Look for the compression adjuster at the bottom of the fork. Very easy on a WP fork.



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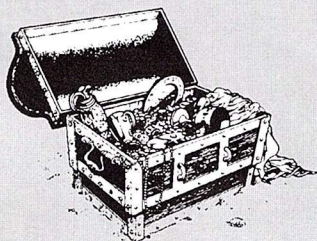
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#### ADJUSTING GUIDE (SHOCK)

1. Check your spring rate.

**TOO SOFT** Sag is 85-100 mm & static sag is less than 10 mm, bottoming despite maximum compression damping.

Static sag = 10-25 mm normal

**TOO HARD** Sag is 85-100 mm & static sag is more than 25 mm. Rare bottoming despite minimum compression damping.

2. Check your spring preload.

**TOO LITTLE** Rear too low, static sag more than 25 mm.

**TOO MUCH** Rear too high, static sag less than 10 mm, kick on braking bumps, head shake.

3. Check your compression damping.

**TOO LITTLE** Soft/mushy feeling, hard bottoming.

**TOO MUCH** Stiff/harsh, rarely bottoms.

4. Check your rebound damping.

**TOO LITTLE** Springy feel, kicks up when hitting bumps, rocks, & braking bumps.

**TOO MUCH** Harsh feeling when hitting quick succession of bumps, tendency to ride low, packing down, poor traction, tendency to side hop.



*Shock compression adjusters live on the reservoir or top of shock. Honda XR here.*

tilled from mine elsewhere in this article. Follow these, or your owners manual's, steps in order and only do one thing at a time.

Before we actually start let me define two terms:

1. **STATIC SAG** is the suspension sag caused by the weight of the bike **ONLY**, ready to ride! **NO RIDER!**

2. **SAG, or RACE SAG, or LOADED**, is the suspension sag caused by the weight of the bike, ready to ride, and rider in all his or her riding gear.

To measure sag (either type) put your bike on a stand and measure between a

#### ADJUSTING GUIDE (FORK)

5. Check your oil level.

**TOO LOW** Bottoming despite correct spring rate and maximum compression damping.

**TOO HIGH** No bottoming despite correct spring rate and minimum compression damping. \*(greatest effect last 1/3 of stroke)

6. Check your spring rate.

**TOO SOFT** Bottoming despite high oil level & maximum compression damping.

**TOO HARD** Rare bottoming despite low oil level & minimum compression damping.

7. Check your spring preload.

**TOO LITTLE** Static sag more than 35 mm, front too low in turns. Static sag = 25-35 mm normal.

**TOO MUCH** Static sag less than 20 mm, stiff/harsh, lack of low speed tight turn ability. \*(greatest effect at beginning of stroke).

8. Check your compression damping.

**TOO LITTLE** Bottoming, diving when breaking into turns, unstable.

**TOO MUCH** Harsh feeling, rare bottoming, difficulty turning.

9. Check your rebound damping.

**TOO LITTLE** Hard to maintain straight line through rocks, hard turning.

**TOO MUCH** Harsh feeling, easy turning, bottoming even though compression, spring rate, & oil level are all correct.

10. Check for proper fork height. (Affects turning)

Normal top of fork leg about even with top of triple clamp (raise to turn better/quicker). Obviously there is some limit above which you should not go, as in 15 mm above the top of the triple clamp. This varies from bike to bike.

slow process but it will help you in the end to see where you have been and where you need to go. Also remember if the direction you are going in is not giving you the desired results, change directions. Last but not least, learn to isolate what is going on. This is where experimentation will help. As an example, what I thought to be a problem with excess compression damping in my shock turned out to be too much rebound damping.

Start by going through the drill in your owners manual or the one that I have dis-



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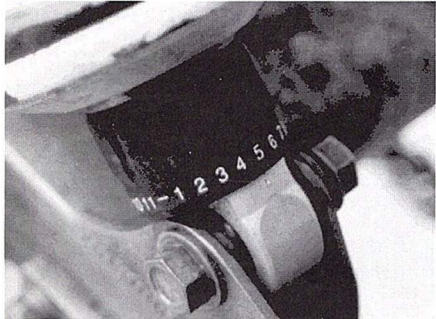
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fixed point on the fork and the front axle for the front. For the rear choose a fixed point on the frame and the rear axle. Then put the bike down off the stand, bounce it a few times, let it settle down, then measure between the two points again. The difference is the STATIC SAG. To get SAG, RACE SAG, or LOADED, sit on the bike with all your riding gear on, bounce it a few times, keep your feet on the pegs and have someone else do the measuring.



Bottom of the shock? Rebound adjuster. This is another WP comp-

Example: 690 mm (measurement with bike on stand) minus 679 mm (measurement with bike off stand) equals 11 mm of sag.

Let me make this perfectly clear: If your forks, shock, and all associated components are not in good shape doing any of this would be useless. □

#### SUSPENSION SET UP TESTING AND WORKSHEET

DATE \_\_\_\_/\_\_\_\_/\_\_\_\_ Weather (Temp\_\_\_\_) (Humidity\_\_\_\_) (Cloud cover\_\_\_\_)

- 1) Tire Pressure Front (current\_\_\_\_ psi) (new\_\_\_\_ psi)  
Rear (current\_\_\_\_ psi) (new\_\_\_\_ psi)
- 2) Set sag: Rear: Static(10-25 mm) (current\_\_\_\_ mm) (new\_\_\_\_ mm)  
Loaded(85-100 mm)(current\_\_\_\_ mm) (new\_\_\_\_ mm)  
Shock Preload (current\_\_\_\_ mm) (new\_\_\_\_ mm)  
Front: Static(20-35 mm) (current\_\_\_\_ mm) (new\_\_\_\_ mm)  
Loaded(30-45 mm) (current\_\_\_\_ mm) (new\_\_\_\_ mm)  
Fork Preload (current\_\_\_\_ mm) (new\_\_\_\_ mm)
- 3) Fork oil level 120-160 mm (current\_\_\_\_ mm) (new\_\_\_\_ mm)  
(Oil level recommendations vary, be careful.)
- 4) Standard Settings (Number of clicks and standard setting vary)  
Shock Rebound\_\_\_\_ Shock Compression\_\_\_\_  
Fork Rebound\_\_\_\_ Fork Compression\_\_\_\_
- 5) Set Shock Rebound First. (current\_\_\_\_)(new\_\_\_\_)  
a. Ride for 15 minutes at standard settings first  
b. Set to Quickest position (least rebound damping)  
c. After several laps turn knob to (Slowest)(most rebound damping)  
d. Then fine tune it by adjusting in large steps. Then small steps.
- 6) Set Shock Compression Next. (current\_\_\_\_) (new\_\_\_\_)  
a. Try it in standard position  
b. Set to Quickest position (least compression damping)  
c. After several laps turn knob to (Slowest)(most compression damping)  
d. Then fine tune it by adjusting in large steps. Then small steps.
- 7) Set Fork Compression Damping. (current\_\_\_\_)(new\_\_\_\_)  
a. Set to Quickest position (least compression damping)  
b. After several laps turn knob to (Slowest)(most compression damping)  
c. Then fine tune it by adjusting in large steps. Then small steps.
- 8) Set Fork Rebound Damping. (current\_\_\_\_) (new\_\_\_\_)  
a. Try it in position #3  
b. Set to Quickest position (least rebound damping)  
c. After several laps turn knob to (Slowest)(most rebound damping)

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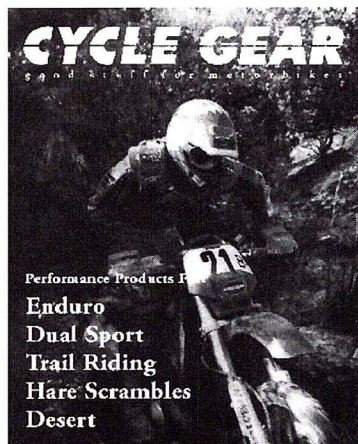
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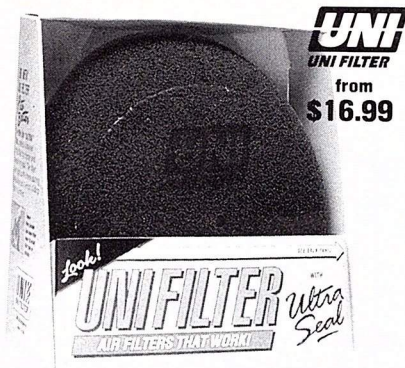
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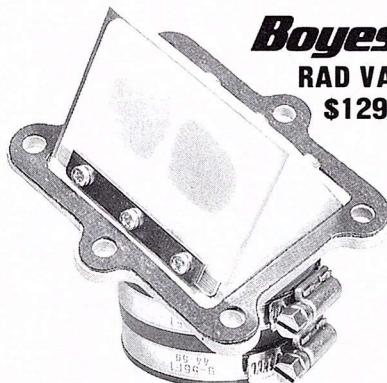
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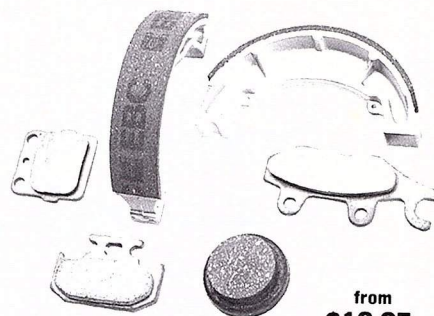
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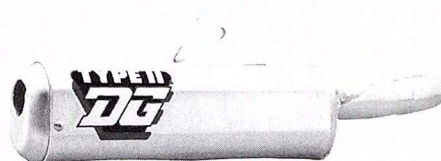


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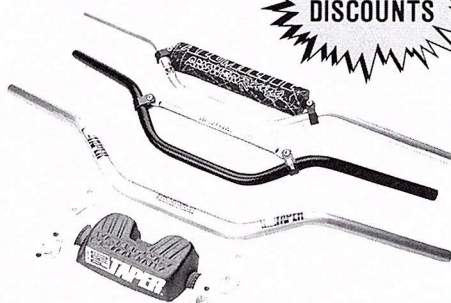
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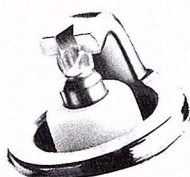
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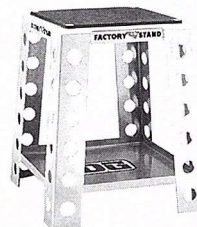
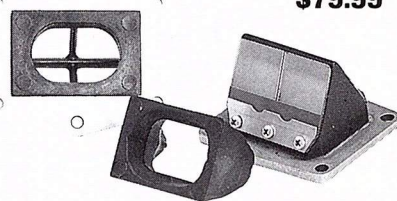
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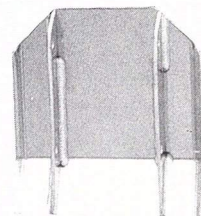
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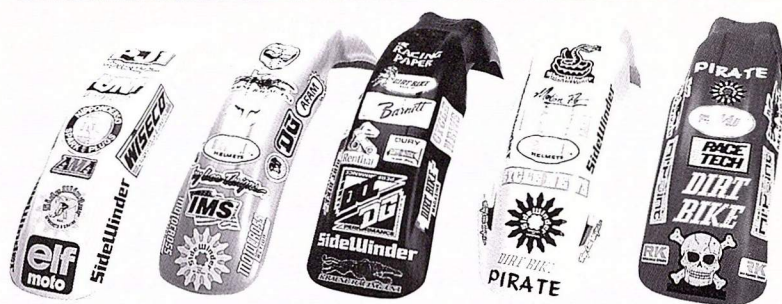


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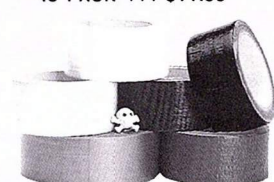


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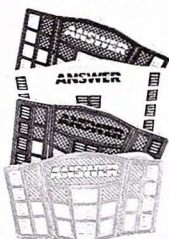
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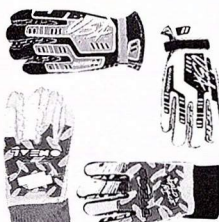


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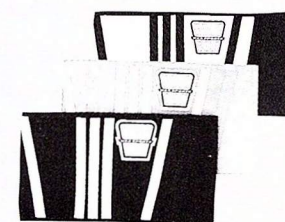
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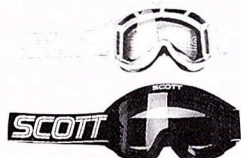
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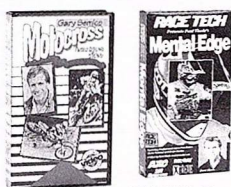
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READING OFF-ROAD RIDERS ENDURO

# BROAD MOUNTAIN

## Michael Lafferty takes the top spot in Reading

by Paul Clipper

New Philadelphia, PA 5/30

Just in case you were beginning to think that the Lafferty family wasn't serious about keeping the ECEA championship to themselves...along comes the Jack & Michael Show! The Jack & Michael show is what happens when these two brothers start trading wins back and forth, which is probably starting now. Jack will win this one, Mike will win that one, and at the end of the season the Lafferty family will once again have at least two of the podium positions locked up.

Michael was the top finisher at the Reading enduro this past weekend, and speaking as a person (squid?) riding on the minute in front of him, it was little surprise. Every time we hit a check-in, I could look forward to about 90 seconds of personal flailing on the narrow trail, my version of what "fast" is, and then here would come Michael. Actually, at first you can't see him, you can just hear the Team Green KX he

rides, with the throttle twisted wide open, hacking and slashing its way through the woods. The first note of that tortured throttle is notice for me to get out of the way, and I quickly find a turn-off or slightly open spot, and hop off the trail just in time for a KX to come through at warp factor nine.

Now, there are arguments against this type of riding. Long experience tells me that you can get a lot more consistent fin-

been blown off this pallet bridge, and nothing was left but the stringers with nails sticking up). I helped a few more guys across, then left just before Jack Sr., Jack and Mike's dad, dove into it head-first and got stuck up to the handlebars in mangled wood. Not a pretty picture.

Mike McHale had the right idea on the bridge—he took one look and then just blasted into it doing a king-hell wheelie. He made it with plenty of style, but then had bike trouble later on and had to drop out with a sour engine. Maybe he sucked the airbox full of nails!

Well, the rest of the pack had to run the same trails, and you wouldn't realize it, checking the scores. The top guys are fast, no doubt, but the trails are deceiving in the RORR enduro. One minute you can be blasting around on smooth dirt trails, next thing you know there's a rock garden staring you in the face. The double-A guys don't even slow down, but the rest of us might take a pause for a second, and wonder if we'll punch a tire,



*Nothing like that RORR river crossing right out of the campground to put the fear of dunking into your soul. Every year, somebody does it...*



*Michael Lafferty took the top spot, by virtue of some extremely energetic riding.*

ishes by pacing yourself and "saving the machine" over the course of a long enduro. However, there is no doubt—at least not in Mike's case—that if you can hold onto a screaming banshee long enough you can move way up to the top of the results. He has no fear; he makes his brother, ECEA Champ Jack Jr., look conservative by comparison.

And Jack was doing well, too, at least until he nailed a rock and flattened the front tire on his KTM. He had to negotiate the last long points-taking section like that, and it definitely affected his score. I felt bad in one section, because there was a blown-out bridge over a little ditch, and I managed to squid-out and drop my rear wheel into the ditch, after helping a few other guys across it. Naturally, Jack was the first rider to come up on me, blocking the line (Mike was already past), and he had to drop his bike and help me out before he could try it (all the boards had



*Yes, there were hills, here and there, and yes, there were tight spots, and yes, sometimes it was a little slippery!*



or if the suspension will deflect and put us into the bushes, and it's the net result of all those "pauses" that put us further down in the overall. The terrain is a lot tighter than it looks, considering this. The trail might be no more than a foot wide, and on either side is mean-looking laurel, just

number one this year in honor of recently departed ECEA members Ed Mills, Al Sedusky, and Ed Goldbeck; may they be resting where the plugs never foul and the trails are always tacky. The club did a great job of packing the riders into the ball field in New Philly, and they would like to

remind everyone that all the trails for the RORR run are located on private property, and trespassing there is strictly illegal. Fair enough, we'll wait until next year and join them again at the Broad Mountain Enduro!

<b>RORR Broad Mountain</b>	<b>A Lightweight</b>	Kaw 36	3. N. Sotiropoulos KTM 49	3. Burd Guers Hon 55	4. Joseph Spotts Suz 66
<b>Enduro</b>	1. Craig Shenigo Yam 27	2. Roy Fliegau Hbg 43	4. Craig Copeland 54	4. Peter Wright Jr. Kaw 57	5. Richard Kivela Kaw 67
<b>Class Results</b>	2. John Smith Suz 31	3. George Clickner Hus 49	5. Alex Camacho Kaw 61	5. Jack Weichsel Hon 62	
Mike Lafferty Kaw 18	3. David Barlow Kaw 34	4. Rich Trader KTM 49	<b>B Medium Weight</b>	<b>B Veteran</b>	<b>C Open</b>
<b>Grand Champion</b>	4. Allen Vanneman Suz 56	5. James Smith Hon 61	1. Richard Shirk Kaw 31	1. Ken Quillen Kaw 35	1. Steven Guers KTM 42
Danny Nenstiel Yam 20	5. Brian Smith Suz 58	<b>A Senior</b>	2. B. Culbertson Suz 31	2. Rick Wychunas KTM 35	2. Scott Graver KTM 46
<b>High Point A</b>	<b>A Medium</b>	1. Jack Lafferty Sr. KTM 35	3. Mike Strause Yam 32	3. Greg Davies Kaw 39	3. Scott Reber Hon 71
Dave Waltz Suz 30	1. D. Zurawski Jr. Yam 23	2. Don Rohrbaugh ATK 38	4. Dwayne Shirk Kaw 35	4. Tim Keuski Yam 41	4. Jeff Parkin Kaw 72
<b>High Point B</b>	2. Richard Lafferty KTM 25	3. Bill Atherholt KTM 42	5. Ken Law Suz 36	5. David Bostrom Kaw 45	5. Aaron Kalisher KTM 118
John Jones Hon 24	3. James Franks Suz 27	4. S. Wolfersberger Yam 43	<b>B Medium Light</b>	<b>C Four Stroke</b>	<b>C Veteran</b>
<b>High Point C</b>	4. Matt Spigelmyer Suz 28	5. Dick Shirk Kaw 47	1. James Brethauer Kaw 32	1. Bradley Barr Hus 42	1. Timothy Kohl Suz 78
<b>Teams</b>	5. Kevin Duffy Kaw 28	<b>A Veteran</b>	2. Robert Morris Kaw 36	2. Rick Bookamire Hon 62	2. Douglas Usner Kaw 83
1. DER #2	<b>A Medium Light</b>	1. Rich Stuart Kaw 24	3. Randy Gravatt Kaw 37	3. Bob Howard Hon 69	3. James Leeson Yam 94
2. CDR Stingers	1. Keith McIntyre Kaw 29	2. Todd Reder Suz 27	4. James A. Wright Kaw 40	4. Wayne Miller Hon 77	4. John Elder Kaw 95
3. HMDR	2. Scott Wolcott Kaw 39	3. G. Dunkleberger Yam 28	5. David Whiteman Kaw 40	5. Brian Sworen Hus 81	5. Rich Bulboff Kaw 97
4. Ridge #1	3. Rich Lorensen Kaw 41	4. Barry Crone Yam 30	<b>B Open</b>	<b>C Light</b>	<b>Dual Sport</b>
5. VFTR No Fear	4. Marty Graver Kaw 54	5. John Roeske Kaw 31	1. Bill Maco Kaw 37	1. Scott Brunner Kaw 46	1. Leon Jurgill Suz 137
<b>A Four Stroke</b>	5. Ken Kreis Hon 61	<b>B Four Stroke</b>	2. Larry Poplin Jr. KTM 41	2. David McCoach Kaw 53	<b>Masters</b>
1. Drew Smith Suz 26	<b>A Open</b>	1. Chris Gee Hon 33	3. Kevin Reed Hon 42	3. Scott Dolecek Kaw 59	1. Ed Baker Hon 165
2. Pat Emmons Hon 31	1. Tom Folkl Mai 30	2. Allen Brown Hon 33	4. Dave Kelson KTM 43	4. Michael Woutersz Yam 60	<b>Women</b>
3. Bob Aldakimov Hon 37	2. Ken Yankowski KTM 30	3. Brian Yurky Hon 33	5. Steve McKenzie KTM 51	5. Patrick Gares Kaw 66	1. Kathi Cambell Kaw 76
4. L. Rehatchek Jr. Kaw 39	3. W. H. Moudy KTM 47	4. Allan Wolfe Jr. Hon 34	<b>B Super Senior</b>	<b>C Medium</b>	
5. Darrin Russell Hon 44	4. Calvin Smith Hus 273	5. Don Testerman Hon 39	1. Paul Anderson Suz 48	1. Claude Mervine Suz 47	
<b>AA</b>	<b>A Super Senior</b>	<b>B Lightweight</b>	<b>B Senior</b>	2. Victor Thomas KTM 60	
1. Jack Lafferty Jr. KTM 19	1. Charles Stapleford	1. Mark Roll KTM 36	1. Jim Walters Suz 47	3. Scott Evans Kaw 63	
2. Ed Hamilton Kaw 27		2. Ed McGall Hus 43	2. B. Wilson III Yam 50		

waiting to reach out and tangle you up! If nothing else, the laurel is great for shredding jerseys you don't like...and even jerseys you do.

There was nothing really tricky about the run...unless you want to count the third check, which was a check-in to a tight section that just happened to fall a few tenths inside of a six mile-per-hour section. None of the AAs missed it, and very few of the A riders missed it, but when the Bs and Cs got there suddenly the "mileage was off." The club reported that 108 riders were caught napping at the third check, some of them burning it by four or five minutes...and the mileage wasn't "off" by a quarter of a mile!

Mike's win came with a score of 18 points, one point less than his brother Jack, who still managed a 19 with a flat tire. Danny Nenstiel (Yam) was third overall with 20 points down, Dennis Zurawski Jr. (Yam) was fourth with a 23, and Rich Stuart (Kaw) was fifth with a 24. Rich Lafferty, the third brother, was right up there too; finishing sixth overall and second in the A Medium class on a KTM.

Danny Nenstiel's third overall was good enough for the High Point A award, while Dave Waltz rode a Suzuki to High Point B with a 30-point score. The C riders rode a shorter course than the rest of the field, and Honda rider John Jones took the High Point C with a score of 24.

The Reading Off Road Riders reserved

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# Tri-County Dual Sport



Exploring South Jersey's back roads

by Bob Gomez

Belleplaine, NJ 4/25

A relatively small but adventurous group rode the relatively few but quality-packed miles of the Tri-County Sportsmen's dual sport ride. It was obvious right from the break of dawn that the



*A perfect sunny day. Quite a contrast to the rainy Tri-County enduro, which shared some of the dual sport trails.*

weather was going to be a winner, with a lot of bright sun, cloudless skies, and temperatures in the high 70's by mid day.

After the first 15-mile warm-up loop, it was evident that the ride had the possibility of matching the weather. The first loop could have been handled by anything from a DRS or XRL (the most common weapons of choice) to more a roadworthy TransAlp or Cagiva Elefant (none of these rare species were spotted this fine day). If done on one of the latter, though, it would have been wise to circumvent a few of the straight up, straight down mounds in the sand pit, which not-so-steady Eddie Hertfelder did riding two-up (more on him later).

Another highlight of the first loop included a ride down a couple of miles of railroad track. We were curiously routed between the rails, which was definitely the line, as the tracks crossed a busy road about 30 feet below!

After a quick stopover back at the parking area, the second loop began. If riders thought the first loop was interesting, the second loop had it all: paved road, fire road, two-track trail, easy singletrack, and even some (just enough) tight stuff used in last year's enduro. Some of the two-track came complete with submerged sections that really weren't deep unless you decided to entertain the "minute" ahead of you by flopping over in brown, stagnant wet stuff for a lap of backstroke, leaving your passenger to go down with the ship. That Hertfelder sure is a funny guy.

Back at the ranch, refreshments and food, along with copies of The Best of Last Over were handed out free of charge (this dual sport scene is quite the bargain!). Plaques were then handed out to those who made a memorable impression. Yes, Ed got one!

In the end, the only complaint that was heard was that it could have been a little longer, which actually says it was good fun! □



*The toilet check. One thing about riding in New Jersey—there's always a lot of dumped trash you can have fun with.*



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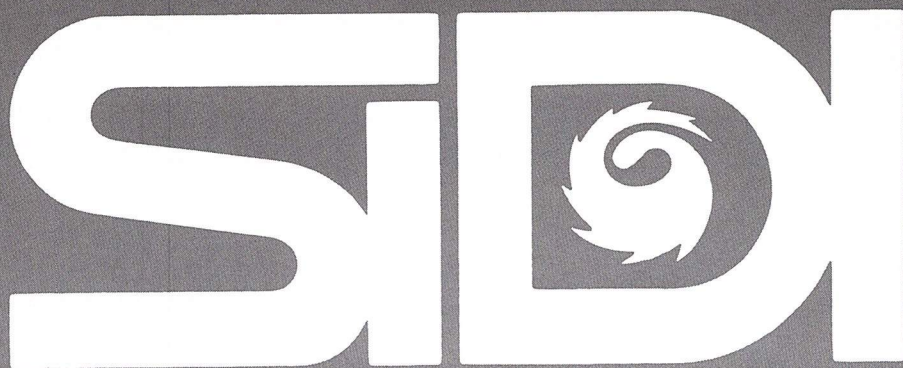
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# Test Firing Hickman Racing's KTM 357 MAG

## High Caliber Horsepower

by Dan Anderson

### Winterset, Iowa

**E**arly last spring Trail Rider told you about Hickman Racing's new 357 Mag kit for KTM 300s. At that time we described the components of the kit (a new piston and sleeve, along with some minor head and cylinder machine work), and listed the theoretical benefits of twisting big-bore power out of a mid-size bike. We promised that we would have the famed and fabled Trail Rider Midwest Test Team evaluate the beast just as soon as the spring monsoons subsided and we could get Mr. Hickman to let us get our hands on it.

### It's Showtime!

The Des Moines Enduro Riders' annual hare scrambles had just finished shredding the rolling green hills northwest of Winterset, Iowa, when Jim Hickman wheeled a KTM 357 Mag out of his van and turned it over to the Trail Rider team. Dave Campbell, who had just won the 250 A class on his own KTM 250, was elected to be the first to try the (temporarily) gleaming machine on the muddy, power-sucking, deeply rutted course.

After Campbell disappeared into the woods, Hickman gave us a quick rundown on the bike, which was a test bed for many of his ideas and products.

"This particular bike is the MX model, with the close-ratio gearbox," he explained. "Normally it wouldn't be the hot ticket for woods riding, but I think that the extra horsepower and torque make up for the close-ratio gearbox. Besides the 357 kit, this bike has my weight reduction kit, a Hickman Racing silencer, the pipe has had the stinger modified a little bit to work better with the kit, and the crankshaft is weighted approximately 22 ounces. Weighting the crank is an option we offer with the 357 kit."

While the admitted goal of the kit is big bore horsepower from a mid-size bike, Hickman was a little hesitant to give horsepower figures for the bike. "My computer projections for the kit put it at 52 horsepower, but I think that's on the low side. And it's hard for the computer to show the tractability of the power this kit puts out...it's all usable power, not a bunch of

wheel spinning and wheelies."

As soon as Campbell rolled back into the pits we threw Gary Barber, local AA class rider and 250 A rider on the National Hare Scrambles Circuit, onto the bike and sent him into the woods. And after he returned with the bike we turned it over to Tony Vignaroli, our resident horsepower freak. When he returned we polled the three riders for their opinions of Hickman Racing's KTM 357 Mag.

### Our Gunslingers Report

Vignaroli: "Awesome. I hate to discourage Husky 360 owners, but they should ride this bike! (Vignaroli campaigned a '92 Husqvarna 360 last year and is on a Husky 610 four stroke for this season.) Even with the close-ratio tranny the bike handled the trails with no problems. I'm used to

the torque of my 610, and this thing feels an awful lot like that...lots of power...good, usable power."

Dave Campbell: "It's as light as my '93 KTM 250, but pulls like a 550. It doesn't hit hard...it's real mellow, but you can definitely tell it's an Open bike as far as



*All dressed up and ready to go. The Hickman 357 kit doesn't change the appearance, but definitely changes the performance.*




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*Incredibly blurry non-flash photo of rider in shade on a sunny day attempts to illustrate the awesome power and torque available from the Hickman 357, but doesn't quite make it. We have sent freelancer Anderson back to Mrs. Nussbaum's School for Impaired Photographers, and hope for improvement in the future.*

power. It's real manageable, lots of low-down lugging power, and it will really scream when you open it up. If that engine was in front of a wide-ratio gearbox it would be a super bike for enduros...it's probably okay for hare scrambles just the way it is."

Would he trade his '93 KTM 250EXC (which he dearly loves) for a '93 KTM 300EXC with the 357 Mag kit? "It would be tempting...it would give me a lightweight bike with nearly the power of the KTM 600 four stroke that I had last year."

Gary Barber: "The motor is great. It's got plenty of zip coming out of corners, but it's a controllable power where you can keep the back end under you and driving rather than fishtailing all over the place. I'm used to my RM250, and during the race there were some deep, muddy, uphill ruts that I had to really work the clutch and throttle to get through, but with this bike I just cranked the throttle and it pulled right through...in second gear! I'm not normally a fan of bikes with a lot of horsepower, but I think I could get along real well with this bike. In fact, if it was equal money, I'd think about trading away from Suzuki, and I never thought I'd say that."

The biggest argument amongst the Test Team was who could best use a 357 Mag KTM. Campbell and Barber both felt that the cost of the kit and the resulting horsepower probably put the bike in the realm of A class riders. Vignaroli and Hickman leaned toward it being a good bike for B class riders.

"What does a B class rider need," asked Hickman, "a snappy bike with good horsepower like the stock KTM 300, or a bike with a more mellow, controllable power

band like the 357?"

Campbell conceded that the mellow power delivery was beginner-friendly, but was concerned about the overall horsepower. "A person could get a real thrill from a bike with that much power if he didn't know what he was doing."

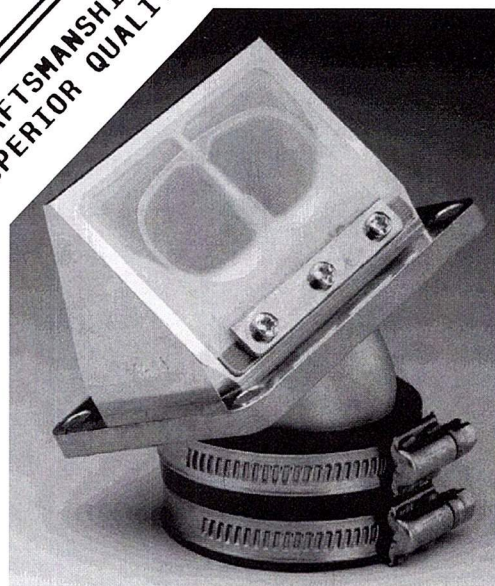
Is the 357 Mag worth the \$595 price tag (that's if you send your engine to Hickman and let him do the work. The kit alone is in the \$200 range)?

The Team was unanimous that all A class riders, many aggressive B riders, and a few C riders who plan on improving rapidly could get their money's worth out of the 357 Mag kit. The combination of mid-size

weight and Open-class power make it a tempting proposition for enduro riders and especially hare scrambles pilots. While the initial price tag of the kit may seem pricey, Hickman says that the cost of the basic kit can be regained after only a few rebuilds. "A piston for the kit costs \$85," he said, "compared to around \$165 for a stock KTM 300 piston."

So heads up, all you KTM 300 riders out there. If you want more power, Hickman Racing's 357 Mag kit may be the way to go. For more information, contact Hickman Racing, 6821 Fleur Dr., Des Moines, IA 50315. Or call 515-285-4332. □

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Editorial Director Charlie Morey has been riding since 1965. He raced motocross in the '60s before it officially arrived from Europe as a big-time sport, and he's also logged megamiles on trails all over the U.S., Europe and South America. His knowledge and perspective on today's political and land-use issues are equally formidable.

Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic abilities.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest and youngest member of **Dirt Rider's** team, and as our Moto! Editor, his motocross expertise and photography and writing skills leave other motojournalists gasping in the dust.

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# SAWMILL NATIONAL

So what's a California enduro really like? *or* We don't care how the hell they do it back east!

by Rex McClellan

Navarro, CA 5/2

**T**he Sawmill National Enduro was held on the lands of Louisiana Pacific Lumber Company near the town of Navarro, California. This property is located in California's Redwood Region about two and a half hours north of San Francisco. The terrain is mountainous and the soil primarily clay. This is the second consecutive year the North Bay Motorcycle Club has staged a National there.

The course consists of established logging trails, built by the club where possible. The majority of the test sections are run on the skid trails. Depending on how recently they have been used for logging, vegetation can range from practically none to totally overgrown with ferns, tall bushes, and small trees. Because of work done by the club and the fact that the area is only used once a year, there are relatively few

ruts. There are many steep downhill, but steep uphill are avoided to reduce bottlenecks. It is difficult to connect skid trails together on steep terrain and the club must be quite creative to put together a long test section that doesn't have too much road.

The test sections are run mostly in third rear with second used for some very tight trails and for many turns. Fourth gear is used for some straights, with fifth being occasionally necessary when a short section of dirt road must be used to connect two tight sections. Speeds are kept down by turns and obstacles. The most common of these obstacles are the water bars. These are berms of hard soil as



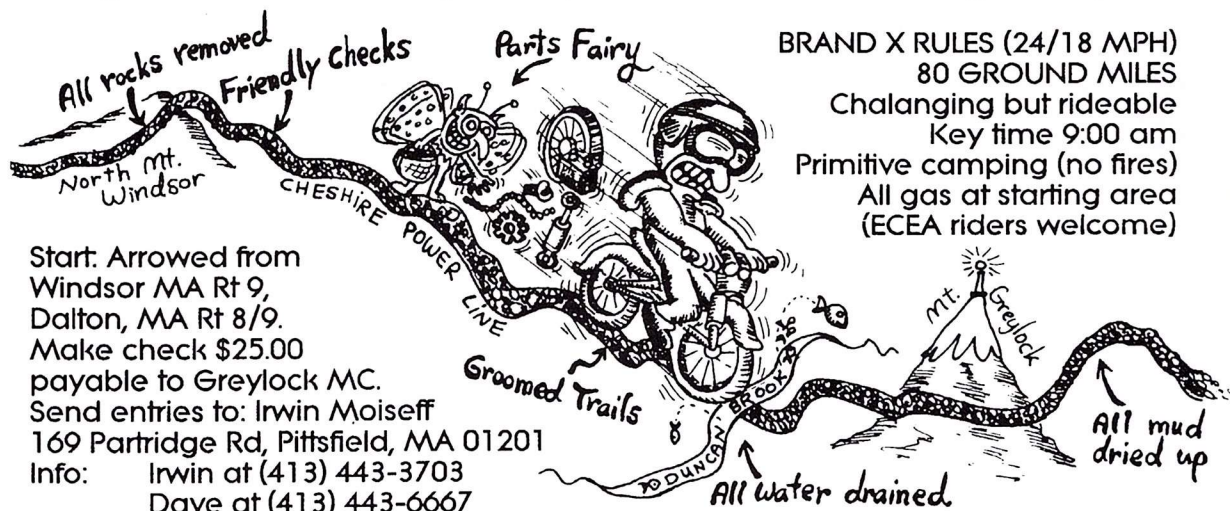
Overall winner Randy Hawkins and Alan Randt.

high as three feet that are constructed by bulldozers at a diagonal across the roads and trails to control erosion. Since they are built by loafers who have no idea that motorcycles will be using the trail, they can often have vertical faces that cause some riders to use first gear. Serious air time can

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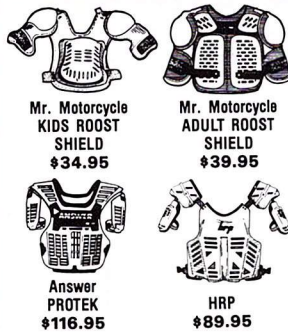
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be had, but you never know what you might be landing on. The trails are constantly varying trail widths, changing water bar heights and profiles, roots, slash, logs, and vegetation. It is not a course that rewards aggressive riding because it is constantly changing.

Unlike last year's rain-caused slime, this year's course featured a little bit of every kind of traction. Shaded areas had mud holes and sunny areas featured loose "skatey" soil. Dust was a problem in a few areas, especially when going from shade to sunlight and vice versa. The "A" riders preferred the slimy conditions of last year, but most "B" and "C" riders did better in this year's conditions. There were only 16 DNF's out of 375 riders. The first two loops were relatively easy with one 10-mile test section in the first 40 mile loop, and two ten-mile test sections in the second 40 mile loop. The third loop (for Sportsman and Vet "A" and "AA" only) consisted of a 25-mile test section with a check in and three points taking checks. It was tighter than the previous test section and really made the event for the "A" riders.

This event featured an extremely close competition between Suzuki's Randy Hawkins and Steve Hatch and KTM's Jeff Russell. All three carded 17's for the day with tie breakers deciding the finishing order. It could have been even closer if Ty Davis had not burned a check—a check, by the way, that 99% of the riders were



*Ty Davis in the tight northern California woods.*

late to. Davis was also the only rider to drop only one point at check 3. This guy is someone to be watched. Larry Roeseler also burned a check and carded a 20.

Kevin Hines did not have a great day with the dust, traction, and traffic helping put him seventh with a 22. He didn't make any excuses, but he may have still been weak from a virus. Both "test" sections in the second loop were zeroed or burned by most "AA" riders, leading one to believe that the averages should have been higher even though 98% of the riders lost points in both sections.

Going into the third loop Hawkins, Hatch and JR were all tied with 2's. After the

check-in Hatch and JR both dropped 2 at check 10, nine miles into the test, with Hawkins slower with a 3. But in the eight miles between checks 10 and 11 Hawkins more than made that up by going 5 to JR and Hatch's 6's. This was the tightest part of the whole course and Hawkins was flying. This is where he won the race—all three riders dropped 7 at the finish. How close was this race? At check 11 Hawkins came in at 59 seconds into his minute—one more second and he would have finished third! It appears that both Hatch and Davis are coming on strong. Hatch has gotten smoother and makes fewer mistakes and Davis just seems to need some more experience with time keeping. It would be interesting if Kawasaki had him ride the entire circuit.

So what did the top riders think of the event and how it compared with eastern enduros? All those polled said the organization was great; they all agreed that the course was technical but that speeds were at least a bit higher than at eastern enduros, all agreed that the soil was harder when dry and that the hills were much steeper. Randy Hawkins, who thanked Pro Circuit for a new cylinder, said that he liked the way the club "doesn't play mind games with checks, just check in and check out." Jeff Russell said it was "the best California race I've ridden." Steve Hatch, who thanked Moose Racing for his suspension work said "It's really close to

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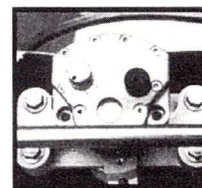


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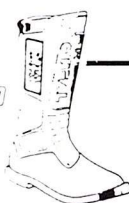
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Tangled up in the trees.

eastern events, a bit more open, very technical, and has some killer downhill." Last but not least, from the ever-smiling Malcolm Smith who fixed a flat just so he could ride the third loop for fun only, "This place is so beautiful, I'm just sight-seeing!"

#### Sawmill National Enduro

##### AA Results

Randy Hawkins	Suz 17
Steve Hatch	Suz 17
Jeff Russell	KTM 17
Ty Davis	Kaw 19
Larry Roeseler	Kaw 20
Kelby Pepper	KTM 20
Kevin Hines	Hus 22
Alan Randt	KTM 32
Dan Neilson	Hus 34
Jack Lafferty Jr.	KTM 44



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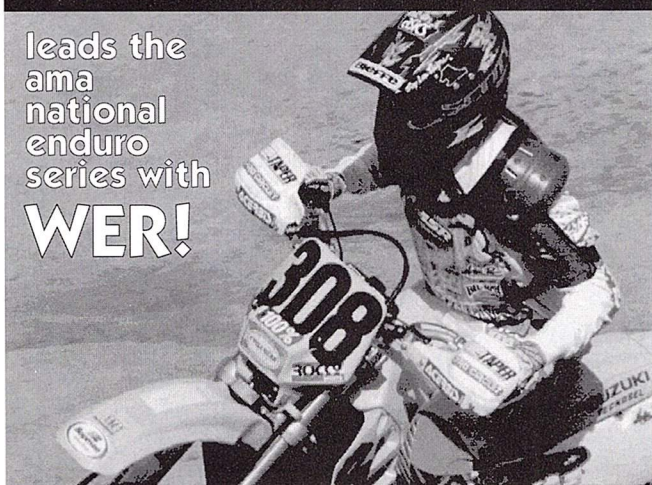
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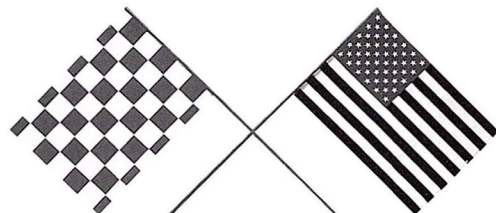
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# Huasteca Canyon

## NETRA vacationers face The Supreme Challenge

by Jerry Shinnars, photos by Shinnars and Eric Daske

### Santiago, Mexico

**T**he term impossible means different things to people. To some it means just that—impossible; you cannot do it. To others it means, "I'll try it." As motorcycle riders advance in ability, so do the challenges we seek. To a novice the smallest hill can create a great challenge. We have all been

at the bottom, scheming to get to the top.

The setting is eastern Mexico, 17 miles south of Monterrey (a city of two million) in the town of Santiago. We were on the third day of riding Doc Williams' Mexico Motorcycle Adventures Horsetail Falls trip. Seven NETRA members were enjoying the diverse riding of high timber trails, mountain passes, two track and burro rides down to beautiful water fall grottos. The place is Huasteca Canyon, a 32 mile ride

through one canyon back up to Monterrey and home to our hotel. Simple proposition. The problem: no other group in Doc's trips have made it. Groups from Florida and New Jersey tried and found it to be

impossible. I had tried it three years before and had to turn back within one-half of a mile.

A major storm ten years previously had left Huasteca Canyon with house sized boulders, large rolling rocks and pebbles in strategic areas to make even trials riders panic. I was not hopeful as we entered the canyon from the south. Sides of the canyon reach up to 2,500 feet, the width is about 1/4 of a mile and there are tremendous drop offs with no way to go back. In other words, once in, you are committed!

We dropped down a steep path among the trees into a canyon bowl of incredible proportions. In one break in the wall we came to a section where the water rushes through under pressure to form smooth bowls, 50 feet wide! However, the canyon is mostly dry and today was no exception.

The bikes we used were typical of Doc's arsenal—a mix of Yamahas and Hondas; XT350, XL, XR250, TT600.



*Starting out, things didn't look so bad. Only trouble was, the path got smaller and the rocks got larger around every bend. We were finally reduced to lowering the bikes off cliffs and pushing up through the rocks.*



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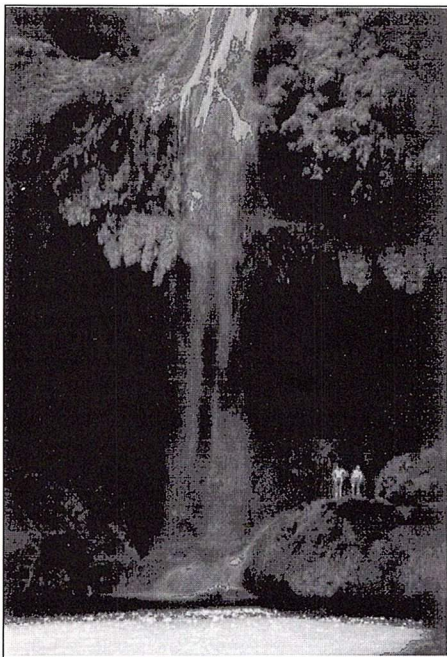
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*The rewards of diligence. A waterfall shower at Horsetail Falls is unlike anything you're going to get at home. Upper right: 25 sodas later, the boys were ready to ride the last few miles back to the hotel.*



through.

This one-fourth mile section of canyon was blocked by truck sized boulders and the only way around was a narrow path about one foot wide, 25 feet up on a ledge overlooking the valley. At the end the path bowed out like a crescent and we had to make a sharp left hand turn and drop down the 25 feet over square edged boulders onto the pebble river bed between the car-sized boulders. This one took 45 minutes. Mike Hubbard, who had injured his knee and ankle the day before, had to wrestle his XR250 through the path enduring severe pain.

Our next obstacle was a narrow "V" path

We did not know what to expect. Doc did not even know if it was possible. The anxiety of getting in over our heads wore on us as we inched out way through bus sized boulders. The obstacles became apparent as we dropped down stepped levels of narrow paths made up of boulders, pebbles and sand. We had to commit. We had gone on third of a mile and it had taken forty minutes. We sent out two scouts, Kevin Soboleski and George Record, who walked one half a mile ahead. They reported that it was extremely tough, but could be done since it seemed to open up to a river bed ahead.

We committed, accepting the possibility of broken bikes, people and dead end situations. A calculated risk, but there had been some trail maintenance—built up wall sections with wood, boulders, sand and pebbles taken from one place and put in between boulders. What we did not know was how far the maintenance area went. Had the maintenance been created for mules or motorcycles? There were no tracks. As we continued, each of us fell, picked up our bikes, walked through sections, climbed over boulders while constantly looking up at the sheer canyon walls, enveloped in the majesty of the ordeal and location.

We arrived at the opening and the boulders disappeared—it should be easy now. But it was only a clearing—a short clearing at that. Then it was into a new section of even worse riding. One obstacle was particularly tough and we all had to get off our bikes to survey. It was like a trials section and we had to determine the best line

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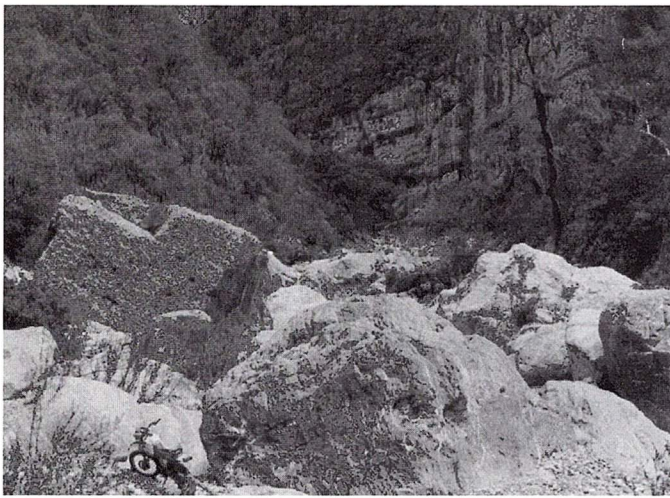
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*House-size boulders? All seven of the riders had to climb, push and carry over numerous sections like this—and there was nowhere else to go!*

through two huge rocks which took a minimum of two people to lower the bike through the narrow slot. At the bottom, we had to take a sharp right backwards up a hill of marble sized pebbles. Try riding even a four stroke up a mountain of marbles. At this point the ride ceased to be fun; it was survival. The canyon was 90 degrees and each obstacle created profuse perspiration, wiping our group out. We stopped at each new challenge, took off our helmets and tried to catch our breath. We were running out of water. We had gone ONE mile and it had taken us two and a half hours.

Steve Formanek was the front man, breaking trail and trying to find slots in the boulder beds. He was on a 600 TT which was not running clean. At times he disappeared over boulders only to be heard after a few minutes, kicking the bike. He must have had to start that thing at least two hundred times during the day. Finally progress, which had been achieved in yards, started accelerating as sections opened up more and more. The most severe sections were only three miles in length, but took five hours to complete.

Eric Daske reported that a few vultures kept following us, hopeful that a feast was imminent. We had no food with us but the possibility of becoming food seemed real! It was three P.M. and we had gone five miles. The canyon was 32 miles long. We had no strength. Vince Vredenburg, who is 58 (we call him Iron Man Vincent, our idol) was looking on the bright side of pale and in sections had difficulty breathing.

Twenty miles into the canyon, at 4:30 P.M., we were out of water. Mike Hubbard's '91 XR250 had its kick starter lock up and the motor would not turn over. It just refused to go any further.

Kevin Soboleski started towing his bike. Thankfully the boulders had disappeared and we were riding the stream bed. Thirty

miles into the canyon, we came upon a Mexican home that sold soda. One walks right into the living room, opens their refrigerator and picks out his soda. Seven of us drank 25 sodas. It was 5:30 and we had another 28 miles of mainly road, towing the bike. George, Steve and Kevin dismantled the side cover of the XR250, took out the kick starter assembly, put it back

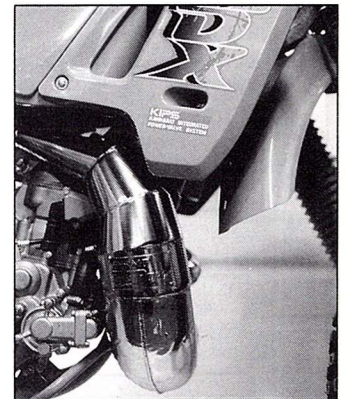
together, put a bolt back in the kickstart hole and we jump started it. All of us were able to drive the rest of the way, arriving at our hotel at seven, just before darkness.

None of us, in our combined 130 years of experience, had ever ridden anything more challenging in such a short distance, under such threatening situations. Huasteca Canyon had been ridden by probably the first foreigners (if not anyone) since the big storm.

There is nothing more satisfying in dirt bike riding than to accept a great challenge and beat it. All of us had made it. It was the Mt. Everest of dirt bike riding. We were all dehydrated for two days afterward, but still feeling the rush of accomplishment! □

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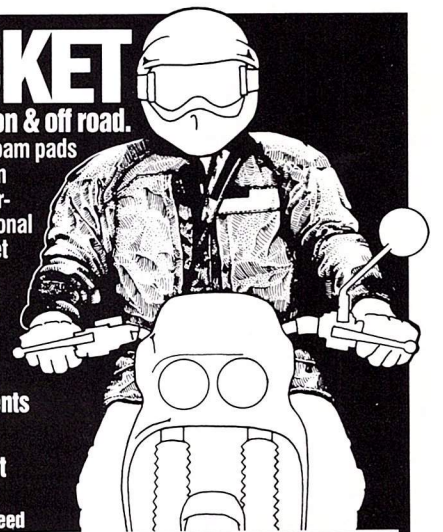
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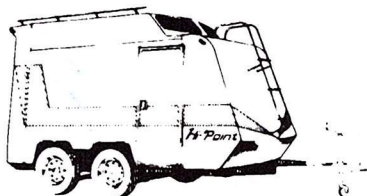
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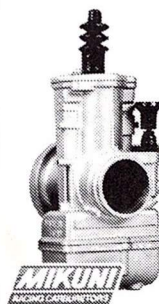
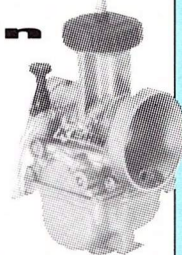
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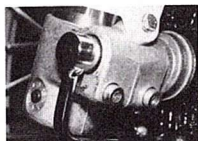


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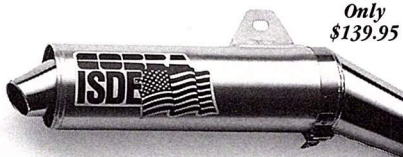
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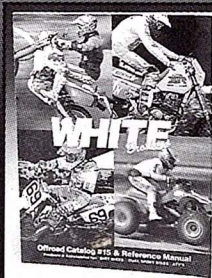
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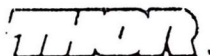
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